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BIRTH

HOWARD.—On the 18th June, at
"Devonia," 9, Peak Road, to Mr.
and Mrs. E. HOWARD, a son. [845]HONGKONG OFFICE: 104, DES VOUX ROAD C
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 19th, 1914.

ANYTHING which hinges upon the adequate
defence of Britain's Overseas Dominions
must always prove of great interest
to Hongkong, and to all the Crown
Colonies which form such interesting links
in Britain's territorial chain. Whether
Britain's rich and revenue-producing
dominions are so zealously guarded as they
might be has always provided scope for
controversialists. It means everything to
the general progress and prosperity of a
Colony if the Colonists are secure in
the knowledge that they themselves and
their interests are made the subject
of special regard by the country to whom
their settlement and activities in a distant
Colony must be of value. Of course
that will always be so. But in addition to
the necessity for security in times of peace
there must always be the other and more
important necessity—security in time of
war, when the fighting force of the
sea may be called upon to mobilise
for serious warfare. It is to be hoped
that such an event may never develop,
and that Great Britain will never be
placed in the position of having to call
together all her fighting units in order to

say "hands off" but possibilities are
always present until the expected has been
made impossible. We have been led to
remark in this way after reading some
pointed comments of an anonymous
military officer of high standing whose
service it is stated, entitles his opinion
to be received with due respect. He
remarks at the outset that in an Imperial
sense the Naval defence of India must be
grouped with that of Australasia and South
Africa; the guarding of these units of
Empire against a possible attack from the
Pacific necessitating the easy concentration
of a considerable Naval force in the Indian
Ocean with Naval squadrons covering
Australia and the Cape. Then comes the
following contention—"We need to create
a Naval base to the East of Suez, and to
accept a standard of Naval strength to be
maintained in Eastern seas that shall not be
affected by political complications in
Europe; for in time of war we cannot
depend on being able to forward reinforce-
ments of men or war material to India by
the Suez Canal, nor can ships be sent by
that route to strengthen our Fleets in
Oriental waters. In the event of war Great
Britain should, until after a Naval victory
in Home or Atlantic waters, be relieved of
anxiety as to her distant possessions,
South Africa, Australia, New Zealand, and
India, must be made inter-dependent
for protection and reinforcement, and
able to resist attack for a considerable
period after war has broken out. They
must be made independent, and inter-
dependent, and the Navy that protects them
must have a separate base." Since Great
Britain entered into the alliance with
Japan, British seapower in the Pacific has
disappeared, and though promises of three
Pacific squadrons were made, including a
China Imperial Squadron, such defensive
schemes, ended with the promise; and here
we are left with the knowledge that a very
small call upon what maritime forces we
have on the China station would witness
the disappearance of anything substantial
in the way of security from contingencies
which might arise if Great Britain were
engaged in combat in the Home waters,
except such security as the Japanese Navy
would afford under the agreement of alliance.
At the present time, outside a few river
boats and the batteries, Hongkong itself is
in possession of a single battleship which
has but a skeleton crew on board. This, of
course, is only a temporary incident, but it
serves to illustrate to what extent our
maritime defensive forces would be bound
to suffer should a call be made for rapid
transference to the Home waters of the real
and capable fighting material which patrols
the China seas. The writer of the quotation
given above is out ostensibly for the
"Union of Empire," and the establish-
ment of a distant Naval base from
which this fleet would not need to be
called away should complications develop
at home, such Naval base to be sup-
ported by the Colonies whose interests
it will guard. He hints that, should his
idea become an accomplished fact, then only
those Colonies which have been admitted to
the "Union of Empire," could really look
upon themselves as being within any scope
of security should war break out in the
Home waters. Of course being "admitted
to the Union of Empire" needs some
explanation, but this apart, the officer's
idea is a by no means wild one, though
perhaps very visionary. It would be a
good stroke of Colonial business by any
Government if it were able to establish such
a self-supporting Colonial Naval base that
the strength of the Home fleet would not
be impaired, and that, in an emergency,
the guardianship of a distant and valuable
Colony would not be so interfered with as
to lay it open unwittingly to any danger
which is only to be thwarted by the know-
ledge of an ever-ready defence. Even
though there is not much evidence of the
existence of such a plan in the piping times
of peace, it seems to us to be giving very
little credit for foresight to those who have
the responsibility of planning for the naval
defence of the Empire to suppose that a
scheme of this nature finds no place in the
arrangements which would be brought
into operation in the event of Great Britain
being involved in war.

In the V.R.C. bath last evening the
V.R.C. "B" team drew with the R.E.
in the Shield Competition, two goals
being shared.

Inspector Gerrard prosecuted a Chinese
before Mr. Wood for being in unlawful
possession of 50 lbs. of dynamite, and for
failing to label the same in English and
Chinese. For the first offence the defen-
dant was fined \$50, and for the second
he was fined \$25.

There has been a very marked diminu-
tion in opium divan cases at the
Magistracy of late. Yesterday, however,
eleven men appeared before Mr. Mel-
bourne charged with smoking opium in
a divan at Upper Lascar Row. The first
man was convicted of being the keeper and
fined \$50, the remainder being fined
\$2 each.

The report of the Health Officer of the
Port shows that in 1913 4,447 ships
arrived in port giving an increase of
293 over 1912. Of this number 2,348 ships
were under the British flag. The actual
number of emigrants which left the
Colony after 2,956 were rejected was
142,750. Of this number 102,887 pro-
ceeded to Singapore and the Straits
Settlements, as against 84,024 last year.

At the Magistracy yesterday Dr.
Sanders, of the Matilda Hospital,
charged a Chinese who was formerly
employed by him as a cook for leaving
his service without notice. It appeared
that the cook was given a week's leave on
the 10th April, and had not since
returned. He was arrested yesterday
morning on the *Sui An*. The Magistrate
ordered the man to pay a fine of \$15, or
go to prison for a month.

The total number of admissions to the
Government Civil Hospital in 1913 were
2,793 as compared with 2,731 in 1912. In
the out-patient department 13,778
prescriptions were dispensed as against
15,177, and 539 vaccinations were per-
formed as against 376. The average
daily number of patients was 85.7 against
94.8. The deaths numbered 187, making
a percentage of 6.49, as against 194 with
a percentage of 7.1. Of these deaths, 80
occurred within 24 hours of admission, 653
Europeans were admitted as against 437.
The death rate of Europeans was 3.3 per
cent. There were 213 admissions to the
Maternity Hospital, this being a record.
There were 144 admissions in 1912. At
the Tung Wa Hospital the total admis-
sions were 4,706 against 4,110 in 1912, and
1,274 died in hospital.

WHITE GLOVES.

NOVEL SCENE AT THE SUPREME COURT.

There was a pleasing substitute to a
long list of prisoners and the recounting
of sordid stories of crime at the Criminal
Sessions which opened and ended yester-
day morning with the presentation of a
pair of white gloves to the Chief Justice
(Mr. H. H. J. Gompertz), an indication
of the immunity of the Colony from crime.

When the Chief Justice had taken his
seat, Mr. P. M. Hodgson (the Crown
Solicitor) said that he had great pleasure
in informing his Lordship that there were
no cases for trial. The last occasion upon
which there was a blank calendar was in
February, 1909, and he believed that the
present occasion was the ninth in the last
forty years on which they had had no
prisoners for trial. According to the
usual custom he would ask the Registrar
to present his Lordship with a pair of
white gloves.

Mr. Wakeman, the Registrar, then
remarked that in accordance with the
old established custom of the English
Courts, he had great pleasure in present-
ing his Lordship with a pair of white
gloves. He expressed the hope that such
an occasion would occur in the Courts of
Hongkong on many future occasions.

The Chief Justice, in accepting the
gloves, said that it was a most gratifying
occasion, and he was sure that the police
and the officers of the Court were to be
congratulated on the decrease of serious
crime in the Colony.

LOSS OF A JAPANESE SURVEY-
SHIP.

A STORY OF DEVOTION TO DUTY.

During the storm of the 3rd, the *Kanto-
mori*, belonging to the Japanese Navy,
was wrecked off Miyako-jima, in the
Lonchoo Archipelago. The Japanese
Press states that Mr. Shunjiro Saito, an
expert hydrographer surveyor, on the
ill-fated steamer, realizing that all hope
was gone, fastened to the main mast all
documents relating to survey work, and
then went to his doom. After the storm
the documents were saved, and the body
of the expert was found floating near the
beach.

On receipt of a report of his gallant
work, the Emperor posthumously
honoured the deceased with the Sixth
Order of the Sacred Treasure.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ANOTHER SHIPPING
COLLISION.LINER AND STEAMER IN FOG
AT SPITHEAD.THE VALUE OF WATERTIGHT DOORS
ILLUSTRATED.

LONDON, June 18th.

The Norddeutscher Lloyd liner *Kaiser
Wilhelm II.* and the steamer *Incemore*
collided in a fog off Spithead. The
damage to the liner is not known at the
moment. She is returning to South-
ampton. The *Incemore* was badly
damaged in the bows.

The German liner was struck amid-
ships, and took some water aboard, but
there was happily no loss of life. The
damage will take some time to repair.

The similarity of the collision at
Spithead with that of the *Empress of
Ireland* in the River St. Lawrence is
shown in a statement by the Captain of
the *Kaiser Wilhelm II.* He states that
his ship was rammed amidships, at right
angles, and holed below the water-line.
The *Incemore* scraped along for some
distance. The watertight doors of the
Kaiser Wilhelm II. were closed immedi-
ately fog appeared; hence there was
no disaster.

The *Incemore* arrived at Southampton
practically sinking.

THE "EMPRESS" DISASTER
ENQUIRY.

EVIDENCE OF MATE OF "STORSTAD."

QUEBEC, June 18th.

At the inquiry into the disaster to the
Empress of Ireland Counsel said that the
Mate was in charge of the *Storstad* when
the *Empress* was first sighted. He called
up the Captain when the vessel ran into
a fog, but did not mention that he had
seen the *Empress*. He called the Cap-
tain because the latter had asked to be
called if it became foggy. When the
Captain got on deck the vessels were 800
feet apart. He immediately ordered
"Full speed astern." The statements
of the two Captains seemed to imply that
each contends that the other changed his
course, while each maintains that he did
not.

The mate of the *Storstad* testified that
his ship did not change her course after
sighting the *Empress*. The latter was
struck because she was crossing the
Storstad's bows.

In cross-examination the mate of the
Storstad admitted that he ported his
helm just before the collision, but he said
that the vessel had insufficient steering
way to consider the helm while the
Empress was coming on at from eight
to ten knots.

Pressed by Counsel and by Lord
Morsey (President of the Court) witness
admitted that if the foregoing estimate
of speed was correct the vessels ought to
have cleared. He said he did not call
the Captain because he did not think
there was any danger.

The Captain of the *Storstad* said that
directly he saw the *Empress* he ordered
"Full speed astern" and after the colli-
sion he went ahead to keep the bow in the
wound.

HOSPITAL SHIP AGROUND.

LONDON, June 16th.

The Naval Hospital ship *Maine* is
ashore on the Isle of Mull. The patients
have been landed and accommodated in
tents.

THE MEXICO CRISIS.

DEADLOCK IN MEDIATION PROCEEDINGS.

NIAGARA, June 18th.

The mediation proceedings at Niagara
Falls are reaching a deadlock, and are
likely to conclude abortively on Friday.

SERIOUS SPLIT IN REBELS RANKS.

Simultaneously come reports of a
serious split between General Carranza
and General Villa, the leaders of the
Rebels. The Army is behind the latter.

WASHINGTON, June 18th.

Generals Villa and Carranza have
become reconciled. General Villa com-
mands the operations at Zacatecas.
The Huertist gunboat *Guerrero* defeat-
ed the rebel gunboat *Tampico* near
Matatlan. The Captain and an engineer
of the *Tampico* committed suicide.

[THROUGH REUTER'S AGENCY.]

OIL-FUEL FOR THE BRITISH
NAVY.SHARES TO BE TAKEN UP IN ANGLO-PERSIAN
OIL CO.

LONDON, June 18th.

Mr. Churchill, First Lord of the
Admiralty, moved in the House of Com-
mons the authorising of the proposal to
take up £2,200,000 worth of shares in the
Anglo-Persian Oil Company in order to
secure a large supply of oil-fuel for the
Admiralty. He said the Government
were determined to secure the best sup-
plies at a reasonable price. Coal would
continue to be the main motive force for
the Fleet, but the Government would still
purchase oil throughout the world, to
develop home shale oil, experiment with
oil from coal, and support, so far as
financially justifiable, the search for oil
in the Empire. The Admiralty did not
fear an oil famine in war time. The
Government's experience of Oil Trusts,
Mr. Churchill added, was a long, steady
squeeze, doubling the price in a few
years. They meant to be in a better
position in the future. He concluded by
stating that the proposal before them was
a good business proposition, yet they
must look at the bigger Naval aspect.

Sir Edward Grey, Foreign Secretary,
replying to criticisms, said he did not
believe for a moment that the transaction
would create difficulties between Great
Britain and Russia.

Mr. Churchill's motion was adopted by
254 votes to 18.

THE NEAR ROUTE TO INDIA.

DETAILS OF THE ANGLO-PERSIAN AGREEMENT.

LONDON, June 18th.

The agreement reached between Great
Britain and Germany regarding the
Bagdad Railway deals with the naviga-
tion of the River Tigris and the irriga-
tion of Mesopotamia, the spheres of
influence on the route of the Bagdad
Railway and the zones of prospective
railways. Negotiations with Turkey are
also approaching completion. The Con-
ventions delimit the Aden Hinterland,
but it is understood that there are no
important changes in the boundary, nor
in the Turko-Persian frontier.

TURKEY AND GREECE.

CONSTANTINOPLE, June 18th.

The Governors of Phocia, Aivali and
Biglia, with two Mudirs and one gendar-
merie officer, have been dismissed in con-
nection with the persecution of Greeks.

The Serbian representative has verbal-
ly called the attention of the Porte to
the serious situation among the Greeks,
and has declared that Serbia is in
solidarity with Greece. To this the
Grand Vizier replied, requesting him to
inform his Government that order will
be re-established in a few days.

RADICAL OBJECTORS AND THE
BUDGET.

LONDON, June 18th.

The Radical objectors to the Budget,
who waited on the Prime Minister on
the subject of expenditure, yesterday met
in the House of Commons and drafted a
memorial to Ministerialists calling atten-
tion to "the dangerous Constitutional
innovations in the Finance Bill this
year."

THE FIGHTING IN ALBANIA.

LONDON, June 18th.

Major Dron, of the Netherlands
Army, arrived at Durazzo yesterday
morning, simultaneously with the Malis-
sori reinforcements, and took over the
command.

It was reported in Rome last night that
the Insurgents had surrounded and
wiped out a thousand Merdites and
Malisori.

INTERESTING ENGAGEMENT.

LONDON, June 17th.

Mr. Gerald Isaacs, son of the Lord
Chief Justice, has become engaged to
Eve, daughter of the Right Hon. Sir
Alfred M. Mond, M.P., managing
director of Brunner, Mond & Co., Ltd.

MR. ROOSEVELT'S CONDITION.

LONDON, June 18th.

Mr. Roosevelt has consulted a throat
specialist, and has been told that it is
impossible for him to again take part in
political campaigns.

[THROUGH REUTER'S AGENCY.]

CHINESE DECORATION FOR
PRESIDENT POINCARÉ.

PARIS, June 18th.

President Poincaré has given an audi-
ence to Lu Chen Hsiang, the Chinese
Envoy Extraordinary, who brought to
the President the insignia of the Chinese
Order of Grand Merit.

NATIONALIST VOLUNTEER SPLIT
HEALED.

MR. REDMOND HAS HIS WAY.

LONDON, June 18th.

Reluctantly, the Nationalist Volunteer
Committee has accepted Mr. John Red-
mond's control through 25 nominees from
the Irish Party.

HOME TURF.

THE HUNT CUP.

LONDON, June 18th.

The race for the Hunt Cup resulted
as follows:—

Lie-a-Bed 1

Braxted 2

Honeywood 3

Twenty-five ran, won by two lengths,

one and a-half separating second from
third. Settling down, Jameson led,
followed by Sands of Time and Castleton.
Half-way the order was Jameson, Bugler,
Braxted, Ambassador. Close to home,
Lie-a-Bed rushed to the front with a
great burst and won finely. Outram was
fourth. Time, 1 min. 39.1-5secs.

Betting: 25 to 1 against Lie-a-Bed; 100
to 8 Braxted; 100 to 7 Honeywood.
Aiglon was favourite at 8 to 1.

ENGLISH COUNTY CRICKET.

LONDON, June 18th.

Middlesex drew with Lancashire at
Lords.

Hants beat Kent at Tonbridge by 133
runs.

Yorkshire and Warwickshire played a
drawn game at Dewsbury.

OBITUARY.

MR. BENNET BURLEIGH.

LONDON, June 18th.

The death is announced of Mr. Bennet
Burleigh, the well-known War Corres-
pondent for the *Daily Telegraph*.

[Mr. Bennet Burleigh's life was a very
adventurous one. He fought in the
American War, and was twice sentenced
to death in that campaign. He was present
as Press correspondent at the Egyptian
Wars, Ashanti Expedition, Abkara Expe-
dition, Omdurman, the South African War,
the Somaliland War, and the Russo-
Japanese War. He was a Glasgow man by
birth.]

THE KWANGTUNG NOTE
REDEMPTION SCHEME.

CENTRAL GOVERNMENT'S ATTITUDE.

The Central Government (our Canton
correspondent writes) has telegraphed to
the authorities expressing its attitude
towards the scheme for the redemption of
the currency notes at half their face
value. The scheme, it states, is beneficial
to the great majority of the public, but
is inevitably disadvantageous to a
minority of dishonest merchants, who
desire to avail themselves of an
opportunity to enrich themselves by
endeavouring to be able to get back the
full value of the notes which they have
procured for less than half of their face
value. The Government and the public
must firmly adhere to the scheme and put
it into force without hesitation. This
matter, the telegram says, is attracting the
attention of foreigners, and if the Govern-
ment does not handle it with determina-
tion, it will be extremely difficult to
improve the status of the currency. The
public should be exhorted to accept the
currency notes at the rate fixed by the
Government, and should any dishonest
merchants instigate trouble in this con-
nection, the Government might punish one
or two of them as a deterrent to others.

TYPHOON WARNING.

A message received at 4.30 p.m. yester-
day stated that a typhoon had passed
over the Eastern Visayas Islands,
direction W.N.W.

The number of rats examined at the
Bacteriological Institute in 1913 was
87,043 compared with 70,633 in 1912. Of
this number 249 were found to be plague
infected, against 380 in 1912.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

CHINA SERVICE.

DEATH OF A GERMAN
VICE-CONSUL.

SHANGHAI, June 18th.
Baron Treusch v. Buttlar-Brandenfelde, German Vice-Consul at Shanghai, died this morning from peritonitis.

THE SENATE ELECTIONS.

PEKING, June 18th.

The Chinese Government intend to adopt the indirect system of elections for the Senate. The Districts and Provincial Prefectures will undertake primary elections and the final elections will take place at the provincial capitals. The right of election will be very much restricted and the membership of the Senate will only be between 200 and 300.

SZCHUAN REMITS TO PEKING.

PEKING, June 18th.

Szechuan has remitted \$610,000 to Peking.

A VICE-MINISTER'S RESIGNATION.

PEKING, June 18th.

Ye Kung Chio, Vice-Minister of Communications, has requested to be allowed to retire, since Liang Tun Jen has arranged for sweeping reforms, including the dissolution of the Railroad Society, formed by the party of the Minister of Communications.

THE MONGOLIAN RULER ILL.

PEKING, June 18th.

The Peking Jih Pao reports that the Hutukiah is suffering from liver complaint and that his recovery is doubtful.

EUROPEAN SERVICE.

H.A.L. PASSENGER SERVICE TO
THE EAST.

BERLIN, June 17th.

The Hamburg-Amerika Linie will start the passenger service to East Asia next October. The s.s. *Fuerst Bismarck* will be the first steamer on the new run.

PLOT TO ASSASSINATE THE TSAR.

BERLIN, June 17th.

A projected bomb outrage against the Tsar has been discovered at Odessa.

OPENING OF HOHENZOLLERN
CANAL.

BERLIN, June 17th.

The ship canal from Berlin to Stettin has been opened by H.M. the Kaiser. H.E. Herr v. Breitenbach, Minister of Communications, was present and related the history of the project. The new canal received the name of Hohenzollern Canal.

THE SUCCESSFUL DEFENCE OF
DURAZZO.

BERLIN, June 17th.

The rebels have retired from Durazzo and the town is safe.

Italian papers emphasize the military bravery of the Prince and the courage shown by the Princess in caring for the wounded.

The Prince led the attack. There is suspicion that foreign officers led the rebels at Tirana.

El Basma has been occupied by the troops of the Prince. Several of the rebel tribes have petitioned for an amnesty.

The Prince has wired to H.M. Queen Wilhelmina saying that he owed the victory to the excellent leadership of Colonel Thomson, whose memory would remain unforgotten.

In the Dutch Chamber of Deputies at The Hague, the President and the Minister of the Interior eulogised the services of the late Colonel Thomson, who, it was declared, had brought honour upon the Dutch name all over the world.

H.M. Queen Wilhelmina received in audience Major Slups to receive his report on the Dutch officers in Albania.

THE AUSTRIAN EMBASSY AT
BERLIN.

BERLIN, June 17th.

The Austro-Hungarian Ambassador to Berlin, H.E. Count Szegedy-Marich, retires on account of age and ill-health. His successor is Prince Gottfried Hohenlohe.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

THE TURCO-GREEK SITUATION.

BERLIN, June 17th.

Serbia has urgently advised both Constantinople and Athens to keep the peace. The message met with response from the Porte, who is now requesting the Embassies to send officials to those towns which are said to be hostile to the Greeks. Greece, however, continues her warlike attitude and hopes for a supplementary guarantee of her island possessions on the part of the Powers.

Roumania in view of her *entente* with Greece has intimated to Greece that she regards her action as an unjustifiable provocation of Turkey not covered by the *entente*.

A SENSATIONAL FAIRY TALE.

BERLIN, June 17th.

The Paris Press is retelling rumours of an intention on the part of Germany to obtain a base on the Mediterranean near the Dardanelles with the aid of Bulgaria. This is a sensational fairy tale, arising from nervousness on account of the meeting at Konopisht, and the German-Bulgarian loan negotiations.

RUSSIA AND THE DARDANELLES.

BERLIN, June 17th.

Russia has protested to Turkey against the renewed closing of the Dardanelles.

RUSSIA AND BESSARABIA.

BERLIN, June 17th.

The Czar, at Kishinev, emphasized the inseparability of Bessarabia from Russia.

THE RUSSIAN ARMY AND
ALCOHOL.

BERLIN, June 17th.

The Russian Minister for War promulgates Ordinances for the prevention of alcoholism in the army.

THE GERMAN ARMY MANOEUVRES.

BERLIN, June 17th.

H.L.H. Archduke Franz Ferdinand and the Chief of the Austrian General Staff will take part in the German grand army manoeuvres in September.

THE ANGLO-GERMAN
AGREEMENT.

LONDON, June 17th.

The preliminary ratification of the Anglo-German Agreement relating to Mesopotamia has been received with general approval in Great Britain.

MR. ROOSEVELT'S DISCOVERY.

LONDON, June 17th.

Mr. Roosevelt has lectured in London on his Brazilian journey and maintained his discovery of the river Duvida, the length of which would be equal to that of the Rhine.

THE RISING IN ALBANIA.

BERLIN, June 17th.

The advance of the Albanian Government troops under the command of Major Kroon has begun with the intention of encircling the insurgents.

BULGARIA AND ROUMANIA.

BERLIN, June 17th.

Resentment is rife in Bulgaria about the acknowledgment in the Czar's toast of Roumania's anti-Bulgarian policy.

THE HEADWATERS GOLD MINE.

BOUGHT BY DR. NOBLE.

The Headwaters Gold Mine was recently sold by auction at Baguio, Philippine Islands, under order of the Court of First Instance. It was bought, the *Manila Times* says, by the International Banking Corporation for Dr. J. W. Noble, the Hongkong capitalist, who was one of the original investors in the mine. Our Manila contemporary goes on to say: "The Headwaters mine was financed largely by British investors in Hongkong, although Dr. Noble, a leader in the group, is an American. An expensive plant was installed, a first-class mill put up and modern machinery set up. At first the mine gave great promise, but later storms and an unsatisfactory output combined to cause so serious a drain on the investors that operations were abandoned. The sheriff's sale was the final chapter in the history of the mine organization. It is not known whether Dr. Noble intends to resume operations of the mine or to transfer its equipment to other Benguet properties."

HONGKONG LEGISLATIVE
COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FRANCIS HENRY MAY, K.C.M.G.
HIS EXCELLENCY MAJOR-GENERAL F. H. KELLY, C.B. (General Officer Commanding Troops).
Hon. Mr. CLAUD SEVERN (Colonial Secretary).
Hon. Mr. E. D. C. WOLFE (Colonial Treasurer).
Hon. Mr. J. H. KEMP (Attorney-General).
Hon. Mr. A. F. CHURCHILL (Director of Public Works).
Hon. Mr. C. Mol. MESSER (Captain Superintendent of Police).
Hon. Mr. E. R. HALLIFAX (Secretary for Chinese Affairs).
Hon. Mr. WEL YUK, C.M.G.
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. E. A. HEWITT, C.M.G.
Hon. Mr. E. SHERIDAN.
Hon. Mr. D. LYNDALE.
Hon. Mr. LAU CHU PAU.
Mr. M. J. BRENN (Clerk of Councils).

The minutes of the previous meeting were confirmed.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the following papers:—Medical and Sanitary Reports for the year 1913; Report of the Botanical Forestry Department for the year 1913; Report of the Director of Education for the year 1913.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the Financial Minutes Nos. 23 to 32, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

FINANCIAL.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the Report of the Finance Committee (No. 9), and moved its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

KOWLOON-CANTON RAILWAY.

Hon. Mr. POLLOCK, pursuant to notice, asked the following questions:—

When was the contract entered into for the erection of the Kowloon Railway Station, and what was the contract price and what is the contract date fixed for completion? What is the cause of the delay in the erection of the Station? Will the Government lay a progress report upon the table at the next meeting of Council, and thereafter at intervals of six months?

The Colonial Secretary replied:—The foundations for the Railway Terminus at Kowloon were carried out departmentally at piecework rates. They were begun in May, 1913, and completed in February, 1914. They cost \$34,351. There was no delay in the work.

The contract for the superstructure of the Kowloon Railway Station was entered into on the 26th February, 1914. The contract was to commence on the 1st March, 1914, and the date fixed for completion is the 1st March, 1915.

The contract is a piecework one, and is estimated to involve an expenditure of \$173,847. The steelwork for the building has been obtained from England under a separate contract involving an expenditure of about \$10,000. There has been no delay in starting the work.

The platform are being carried out departmentally at piecework rates. They are estimated to cost \$30,088. The cost of the work to date is \$17,948.

Progress reports will be laid on the table as desired by the honourable member.

PUBLIC BATHING.

Hon. Mr. POLLOCK, pursuant to notice, asked:—

What amount has the Government expended in the erection of bathing sheds and in the provision of bathing facilities at West Point?

The Colonial Secretary replied:—The amount expended is \$900.

WILD BIRDS AND GAME PRESERVATION
ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled, "An Ordinance to make provision for the protection of certain Wild Birds and Game."

The Colonial Secretary seconded, and the Bill was read a first time.

The Objects and Reasons attached to the Bill are as follow:—

The main object of this Bill is the protection of non-edible wild birds throughout the year and the prohibition of the export of the plumage and skin of such birds, and the protection of certain edible birds during the breeding season.

As it seemed desirable that all matters relating to wild birds and game should be dealt with in one Ordinance, it is proposed to repeal the Wild Birds and Game Preservation Ordinance, 1885, the provisions of which with unimportant alterations, are incorporated in the Bill.

The general scheme of the Bill is to divide wild birds into three classes. The first class consists of birds which may be shot and taken at any time by any one who holds a licence from the Captain Superintendent of Police; these birds are snipe, woodcock, geese and swans. The second class consists of birds which may, under licence, be shot or taken at any time except during the close season prescribed by the Bill; these birds are pheasants, partridges, plovers, quail, wild duck, widgeon, teal and pigeons of the scale-back or large grey variety. The third class consists of all wild birds other than those mentioned above; these may not be shot or taken at any time. The nests and eggs of the birds in the third class are protected throughout the year, and the nests and eggs of the birds in the second class are protected during the close season.

The provisions of the Bill relating to "game," which is defined as meaning every description of deer, hare and rabbit, are practically the same as those of the existing Ordinance, except that the close season is now made to extend from the 1st February to the 15th October.

The main provisions which will be new law in the Colony are contained in Clauses 4, 6 and 7 of the Bill.

Clause 4 makes it an offence to kill, wound or take any bird included in Schedule A, which is the class of birds protected throughout the whole year. It also makes it an offence to take or injure any nest or egg of any such bird, or to offer for sale or have in possession any part of any such bird or the nest or eggs of any such bird, or to export the skin, plumage, nest or eggs of any such bird. The offences of offering for sale, having in possession, and exporting will, however, apply only to birds, nests or eggs taken in the Colony after the commencement of the Ordinance.

Clause 6 makes it an offence to kill, wound or take, or to attempt to kill, wound or take, during the close season, any bird specified in Schedule B, which is the class of birds protected during the breeding season. It also makes it an offence to take or injure the nests or eggs of such birds, or to have in possession, or to offer for sale, or purchase, or export any such bird, or any part of any such bird, or the nest or eggs of any such bird. The offences of having in possession, offering for sale, purchasing and exporting are confined to the case of birds, nests or eggs taken in the Colony during the close season.

The close season has been altered so as to extend from the 1st February to the 15th October, as it appears that the shorter period fixed under the existing Ordinance is not long enough to include the whole of the breeding season of all the birds which it is desired to protect.

Clause 7 provides that where any person is proceeded against for offering for sale or having in possession or exporting any bird, nest or egg, the onus of proof that the bird, nest or egg were taken without the licence or before the commencement of the Ordinance or otherwise than during the close season, as the case may be, shall be on the defendant.

The penalty for offences against the Ordinance, and for breaches of the conditions of the licence, has been fixed at \$50.

It is also provided that any bird, nest or egg in respect of which a conviction takes place shall be forfeited.

Power is given to the Governor-in-Council to amend the Schedules in any way, and to alter the close season.

The form of licence to be issued appears in Schedule C to the Bill.

SUPPLEMENTARY APPROPRIATION.

The Colonial Secretary moved the second reading of the Bill entitled, "An Ordinance to authorize the Appropriation of a Supplementary Sum of Six hundred and seventeen thousand seven hundred and eighty-three dollars and one cent, to defray the Charges of the Year 1913."

In doing so he said:—The amount for which provision is made in this Bill is a large one, considerably larger than the amount which ordinarily appears in these Bills, but if the schedule is examined it will be seen that this large sum is chiefly accounted for by four items which could not be foreseen when the Estimates for 1913 were prepared. The first two items come under the head of Miscellaneous Services. Loss on subsidiary coin shows an increase of \$161,593, as a much larger number of ten cent pieces have been sent home to be demonetized than was the case in the previous year.

Also a sum of \$20,248 is included under the head of "Contingencies" as compensation to the Lower Level Tramway Company on account of the boycott. The third item is the typhoon damage, the vote on this account having been exceeded by a sum of \$79,428. The fourth item is a sum of \$107,760 on account of Post Office transit charges. This large sum is due to the fact that the accounts for 1913 included the charges in respect of the mails sent via Siberia for the years 1910 and 1911 which had not previously been settled.

The Colonial Treasurer seconded.

Hon. Mr. HAWITT—Your Excellency the remarks made by the Colonial Secretary have to a certain extent dealt with one or two of the notes I have made, but there are still one or two points which I would ask to have explained. I find there is a big increase of \$15,000, or rather more, on privileged rate of exchange. I do not quite know what privileged exchange means, but presumably it is in connection with salaries of Civil Servants, and that being so, it appears to me that we should be furnished with fuller information on the point. The total altogether is \$15,200. Then I would just call attention to one or two other points. On page 4 there is an amount of \$1,790 odd, and lower down on the same page an amount of \$3,595. If I am right in supposing that these are regular charges, it seems to me that the estimates might have been more carefully prepared and then these increases would not have been shown. On page 28, about a third of the way down, there is an increase on Main-tenance of City and Hill District, under the heading "Waterworks" of \$28,000. This is a very considerable increase for maintenance, and as no special remarks are put against it, I think it would be interesting to unofficial members if some mention were made with regard to that, particularly entry. On pages 42 and 44, dealing with the Public Works Department, there are considerable decreases, and against these are put "Progress slower than anticipated." There, again, either the estimates were prematurely drawn or there has been some unexplained delay which, with regard to public works, is very undesirable. On page 44 there is an estimate for the Yau-mat-tai vegetable and fruit market of \$2,000, whereas the actual expenditure was \$5,000. There, again, the vote has been exceeded three times, and I think some explanation should have been made than that note in the margin. On the Post Office accounts, with regard to the \$167,000 odd, the Colonial Secretary has already referred to that, but I must confess I do not quite understand why the amount should have been held over for such a time. It may be satisfactory to the Government, but I think it would be interesting to know why the accounts were not put forward earlier. Seeing how close things are cut here, it is not satisfactory to be suddenly called upon to pay two lakhs more than were estimated for. Another item which I would ask your Excellency to explain appears on page 48 under the head "Charge on account of Public Debt."

The item reads "Interest at 3 per cent on loaned stock, issue of 1903 (\$241,800)—\$22,000." The estimate was \$130,000 odd, while the actual expenditure was nearly three times that amount, an

increase of nearly two lakhs. There is no explanation against that except higher exchange. I don't quite know what variation of exchange could possibly swell \$120,000 from \$120,000 to \$222,000. These are points on which I would ask your Excellency to be kind enough to reply. I do not raise them in any spirit of cavilling, but they are points which it seems to me might have been explained.

Hon. Mr. POLLOCK—Sir, there are just one or two points I should like to comment on in connection with the White Book dealing with this Bill. At page 20, nearly two-thirds of the way down, there is an item under Medical Department, Hospital, upkeep of X-ray apparatus, for which the estimate is \$340. Then there is put in the side column, \$240 decrease, and a marginal note, "Is not required." But, Sir, on looking through the estimates for 1914, at page 62, I see this \$240 is again budgeted. It does not seem at all clear what is really meant by these two documents combined. I don't know whether this latter document is intended to supersede the estimates for 1914, which were laid on the table in October last year or not, but I must say it seems to me a rather extraordinary thing if the upkeep of X-ray apparatus is not required. I should like, Sir, some explanation to be given with regard to that, as I do not know which is to be taken as the latest statement of policy.

Certainly, on the face of things, I should think the upkeep of an X-ray apparatus was a thing that would be required. Again, on page 26 of the draft appropriation account for 1913, I note that there was a vote taken for the removal of ceilings of \$10,000, but that a sum of only \$3,900 odd was spent. That amount of \$10,000 was put in the estimates for 1913 with a note at the foot that it was for a continuous policy for the removal of ceilings as a plague preventive measure.

It seems rather curious, therefore, that of this sum of \$10,000 only roughly \$3,900 was spent on the removal of ceilings. I should like some explanation why there was such a shortage of expenditure on that measure, which undoubtedly is a useful measure in connection with plague prevention. My hon. friend who represents the Chamber of Commerce has pointed out with regard to Public Works Extraordinary buildings, that there has been, in regard to a great many of these works, a considerable shortage in the estimated expenditure, and in addition to the items he has pointed out in connection I will refer to two on page 40. One is the new Magistracy on which only \$30,000 was spent in 1913 out of \$40,000 voted. And I would venture to express the hope that the considerable sum which is put in the estimates for 1914 as intended to be spent on the Magistracy, will be spent, and that we shall not again have a similar delay. It is very important, and I am quite sure your Excellency realizes it, that this new Magistracy should be promptly finished in order that the valuable property at present occupied by the Magistracy should be available for the Government for disposal at as early a date as is reasonably possible. It is stated in the note that there was some delay in letting the contract, and that a large rock had been met with in excavating the site. I only repeat that I hope matters will be proceeded with so that work will be completed at the new Magistracy by the end of this year. Another item which shows a considerable decrease is that for the quarters for subordinate officers. The estimated expenditure is \$100,000, but there has been an actual expenditure of, roughly, \$70,000, and the only note made on that is that "Less progress was made than was anticipated." These are the only points to which I would refer in addition to the points raised by my hon. friend opposite.

The Colonial Secretary—With regard to the remarks of the hon. member who represents the Chamber of Commerce with reference to the amounts put down in the estimates for 1913 for privileged rate of exchange, of course, that concession at the time the estimates were drawn up did not exist. It was only approved at a very late time, and the amount put in could not be estimated because the changes of holders of offices made different amounts payable, and therefore these differences which appear here are merely adjustments to the end of the year. We did not know what the actual rates of exchange amounted to, and so per cent is paid at the rate of 1/9. The Director of Public Works will reply to the next question, also to the items on pages 42 and 44. With regard to the item on page 20, \$340 was not required for upkeep of an X-ray apparatus. The apparatus, I understand, did not exist, so it was impossible to spend any money on it. With regard to the sum of \$10,000 put in for the removal of ceilings, that was an outside estimate in order to be on the safe side. Although ceilings are removed it is not always that compensation has to be paid. They are removed as fast as can be by the staff available, and although a round sum is put down, it does not mean that it is going to be spent, but it saves the Government having to come to the Council to ask for voted for works which have to be carried out very rapidly indeed.

HIS EXCELLENCY—The expenditure is generally incurred on the recommendation of the Sanitary Board, and I presume they recommended a larger expenditure.

The Colonial Secretary—With regard to the new Magistracy, I would also ask the Director of Public Works to reply, but if the hon. member saw the building he would find that substantial progress had been made and that it was nearing completion.

The Director of Public Works—With regard to the extra expenditure on the maintenance of the water works, that was due principally to a very large consumption of water. In order to provide for this filtration it was necessary to very frequently wash the filtering medium. With regard to the general remarks that the sums provided for Public Works Extraordinary were not actually expended, I would point out that these estimates of probable expenditure are made well before the commencement of the year; most of the work in my department is done under contract, and therefore the estimates are responsible have to estimate what will be the contractors' probable expenditure during the ensuing year. If they do not, an

engineer has no remedy provided the contractor completes his contract within the specified time. With regard to the Magistracy, the delay was caused principally by the rock in the foundation, and the progress anticipated was not made for that reason. The contract for the completion of the Magistracy is due at the end of this year, and from the appearance of the building and general condition of the work, there is no reason to suppose that it will not be completed by that date.

The Colonial Treasurer—As regards the item on page 48 under the charge of public debt, there appears to be some mis-statement of the figure, as in the case of the other figures they are approximately in dollars: say you have \$228,000 you have \$228,000. With regard to this item, I cannot say off-hand what it contains in addition to the \$12,000, but there is some other item which must be included there. I shall have to refer to the books to make quite certain what it is.

As regards the Post Office, I would like to point out that the Post Office accounts invariably stay at least twelve months in arrears. That would account for a certain amount of delay in the case of the Siberian mail. It has been very difficult in the past to get these accounts settled up to time, because the service being new, the clerical staff is not familiar with the work, and that entails certain delay. Also, I might state that it is a difficult matter to bring pressure to bear on foreign administrations to pay their dues. For instance, I would point out that in order to reduce this amount I endeavoured to get the Chinese Post Office to pay a sum of \$40,000, which they owed us and which should have been paid last year. The Chinese Post Office replied that they had some items outstanding against the Navy, and against London which had nothing to do with us, but I had to take that excuse. But I think a little shortage of funds was possible in the Chinese Post Office at the time, and the matter had to stand over till this year.

(Continued on Page 5.)

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[21]

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NEW ADVERTISEMENTS

TO LET

2 ROOMS for Offices, 6, Des Vaux Road Central.
Apply to—
T. YUASA,
6, Des Vaux Road,
Hongkong, 19th June, 1914. [848]

GLEN LINE.
(McGREGOR, GOW & CO.), LTD.
FOR GLASGOW AND ROTTERDAM.

THE Steamship
"GLENSTRAE"
Captain J. McMillan, will be despatched for the above Ports on or about 19th July.
Saloon Fare, Hongkong to Glasgow, £40.
For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 19th June, 1914. [848]

RICKMERS LINE.
NOTICE TO CONSIGNEES.

THE Steamship
"SABINE RICKMER"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd inst. will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.
All Claims must reach us before the 30th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

RICKMERS LINE.
FERD. BOENEMANN & Co.,
Agents.
Hongkong, 18th June, 1914. [847]

HONGKONG CLUB
WANTED.

A DINING ROOM STEWARD,
EUROPEAN, to supervise generally the Service in the Dining Rooms. A Knowledge of Cooking and Serving essential. For further particulars apply to the Undersigned.
JAMES CRAIK,
Secretary.
Hongkong, 8th June, 1914. [808]

WANTED.

ONE CHINESE SHORTHAND-TYPIST
and THREE CHINESE CLERKS with
Knowledge of Accounting.
Apply to—
Care of "Daily Press" Office.
Hongkong, 18th June, 1914. [818]

NOTICE.

REDUCTION IN PRICE OF GAS.
THE HONGKONG AND CHINA GAS
COMPANY, LTD., begs to inform the
Public that on and from the 1st July next,
the Price of Gas for all purposes—Lighting,
Heating, Cooking, and Power—WILL BE
REDUCED to \$2.00 per 1,000 cubic feet.
All discounts will be withdrawn from same date.
By Order of the Directors,
GEORGE CURRY,
Local Secretary.
Hongkong, 21st May, 1914. [787]

FOR SALE AS A GOING CONCERN.

THE Undersigned is prepared to receive
tenders for the purchase of the ROYAL
ARMY WATER MANUFACTORY COMPANY,
LIMITED, up to and including the 30th June,
1914, and no tenders will be considered which
reach the Undersigned after that date.
Intending Purchasers are required to deposit
the sum of \$1,000.00 when making a tender.
If no suitable offer is received before 12 o'clock
Noon on TUESDAY, the 30th June, 1914,
THE WHOLE OF THE ASSETS will be
put up to Public Auction by Mr. Geo. P.
LAMBERT, Auctioneer, at his Sales Rooms in
Dundell Street, at 3 p.m.
J. HENNESSEY SETH,
Receiver for the Debenture Holders.
Hongkong, 18th June, 1914. [786]

HONGKONG SHORTHAND
AND TYPEWRITING
BUREAU.

WE are prepared to conclude Contracts
for Perpetual Work.
We guarantee our Qualifications, but ask our
Price, which is standard and reasonable.
Ring us up and come to an arrangement
before the chance is lost.
H. E. VICTOR,
Manager,
6, Des Vaux Road Central
(First Floor).
Telephone No. 650.
Hongkong, 15th June, 1914. [710]

INTIMATIONS

SOCIETE DES PULPES ET PAPER-
TERIES DU TONKIN.

A LIMITED COMPANY WITH A CAPITAL OF
\$600,000 WITH ITS HEAD OFFICE IN
HAIIPHONG (TONKIN), 21, JULES
FERREY STREET.

NOTICE.

BY virtue of a Resolution of the Extra-
ordinary General Meeting of Share-
holders of the above Company held on the
25th May, 1914, it has been decided to issue
Two Thousand Shares of \$50 each, half of the
amount payable on application and the other
half on the 1st day of August, 1914.

All applications can be sent in to the Head
Office in Haiphong to the Company's Bankers,
"Societe des Pulpes et Papiers du Tonkin," in Haiphong,
Hanoi and Hongkong, and also to Messrs. LOWE,
BINGHAM & MATTHEWS, New Government
Buildings, Des Vaux Road, Hongkong.

The holders of the old shares shall have the
preferential right to apply for the shares now
issued.

This privilege subject to forfeiture should be
exercised from this 15th day of June, 1914.

The applications made for the issue of 1,300
Preference Shares sanctioned at the General
Meeting held on the 7th February, 1914, which
are not withdrawn by the applicants before the
20th June, stand good for this present issue.

This present issue shall be irrevocably closed
on the 30th June, 1914.

The 2,000 Preference Shares now issued shall
have all rights in preference to the old shares,
being withheld to a first accumulative dividend
of 8%. Furthermore, after setting aside for the
old shares and Founders' Shares the 8% and 5%
of the profits at present reserved to them by
Article 44 of the Statutes, the new shares will
also participate concurrently with the old shares
in the division of 50% of the balance of profits
which may accrue.

In the event of the dissolution of the Company
there will be charged on the net assets realized—
(1) The sum which by reason of the insuffi-
ciency of profits distributed during the
Company's existence would be necessary
to complete if need be the first dividend
of 8% to the Preference Shares during
the existence of the Company.

(2) The necessary sum to completely redeem
the Capital of the Preference Shares, if
this redemption has not already been
effected.

In so far as there is no need and as regards
the surplus reference is made to the Notice
published in compliance with the law of 30th
January, 1907, in the Official Gazette of Indo-
China.

By Order of the Board,
L. PORCHET,
One of the Administrators. [839]

IN THE MATTER OF THE COMPANIES
ORDINANCES, 1911 AND 1913,
and
IN THE MATTER OF THE SAM WANG
LAND INVESTMENT, LOAN &
AGENCY CO., LTD.
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a
GENERAL MEETING of the Members
of the above-named Company will be held at
the Office of Messrs. PERCY SMITH, SETH &
FLEMING, No. 5, Queen's Road Central (First
Floor), Hongkong, at 11:30 o'clock in the
forenoon, on SATURDAY, the 27th day of
June, 1914, for the purpose of having an account
laid before them for the year ending 15th May,
1914, and of hearing any explanations that may
be given by the Liquidator.

Hongkong, the 16th day of June, 1914.
J. HENNESSEY SETH,
Liquidator. [835]

IN THE MATTER OF THE COMPANIES
ORDINANCES, 1911 AND 1913,
and
IN THE MATTER OF THE HEUNG
NAM HOTEL COMPANY, LIMITED
(IN LIQUIDATION).

THE CREDITORS of the above-named
Company are required on or before
SATURDAY, the 27th day of June, 1914,
to send their names and addresses, and particulars
of their Debts or Claims, and the names and
addresses of their Solicitors (if any), to the
Undersigned, the Liquidator of the said
Company; and further, if so required by Notice
in writing, personally or by their Solicitors or
Representatives, to come in and prove their
said Debts or Claims at such time and place as
shall be specified in such Notice, AND NOTICE
IS HEREBY GIVEN that in default thereof
such Creditors will be excluded from the benefit
of any distribution before such Debts are
proved.

Dated at Hongkong, this 30th day of May, 1914.
J. HENNESSEY SETH,
Liquidator. [772]

IN THE MATTER OF THE COMPANIES
ORDINANCES, 1911 AND 1913,
and
IN THE MATTER OF THE HEUNG
NAM HOTEL COMPANY, LIMITED
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN pursuant
to Section 181 of the Companies'
Ordinances 1911 and 1913, that a MEETING
of the CREDITORS of the HEUNG NAM
HOTEL COMPANY, LIMITED (in
Liquidation), will be held at the Office of
Messrs. PERCY SMITH, SETH & FLEMING,
No. 5, Queen's Road Central, First Floor, on
SATURDAY, the 27th June, 1914, at 12
o'clock Noon, for the purpose provided for
in the said Section.

Dated at Hongkong, this 6th day of June, 1914.
J. HENNESSEY SETH,
Liquidator. [829]

BANKRUPTCY No. 13 of 1914.

Re KWONG MAN CHEUNG Firm of
Hongkong, also trading as the LO CHEE
SANG CHAN Firm of Hongkong;
YOW KEE BENG Firm in Canton; as the
LOH KEE BENG Firm in Singapore;
and as the LOH KONG SENG, LOW
MOW SENG Firm in Penang.

THE CREDITORS of the above-named
KWONG MAN CHEUNG Firm who
have not yet done so are required on or before
the 30th day of June, 1914, to send their names
and addresses, and the particulars of their Debts
or Claims, and the names and addresses of their
Solicitors (if any) to the Undersigned, and are
by their Solicitors or personally to come in and
prove their said Debts or Claims if called upon
to do so.

E. A. M. WILLIAMS,
Trustee.
Bankruptcy No. 13 of 1914.
Hongkong, 4th June, 1914. [806]

INTIMATIONS

LANE,
CRAWFORD & Co.

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Happy. Get Up Happy.
Wear
Loose-Fitting
B.V.D.
(The Mark)
Short Sleeve, Knee
Length Sleeping Suit.

Made from thin, cool fabrics that let
the air through. Cut on full, free
lines that prevent tightness at any
point. The comfort sleeping suit
be had. Most a penny more costly
than any other suit of any other sort
that you might purchase.

ALL SIZES IN
B. V. D.
SLEEPING
SUITS

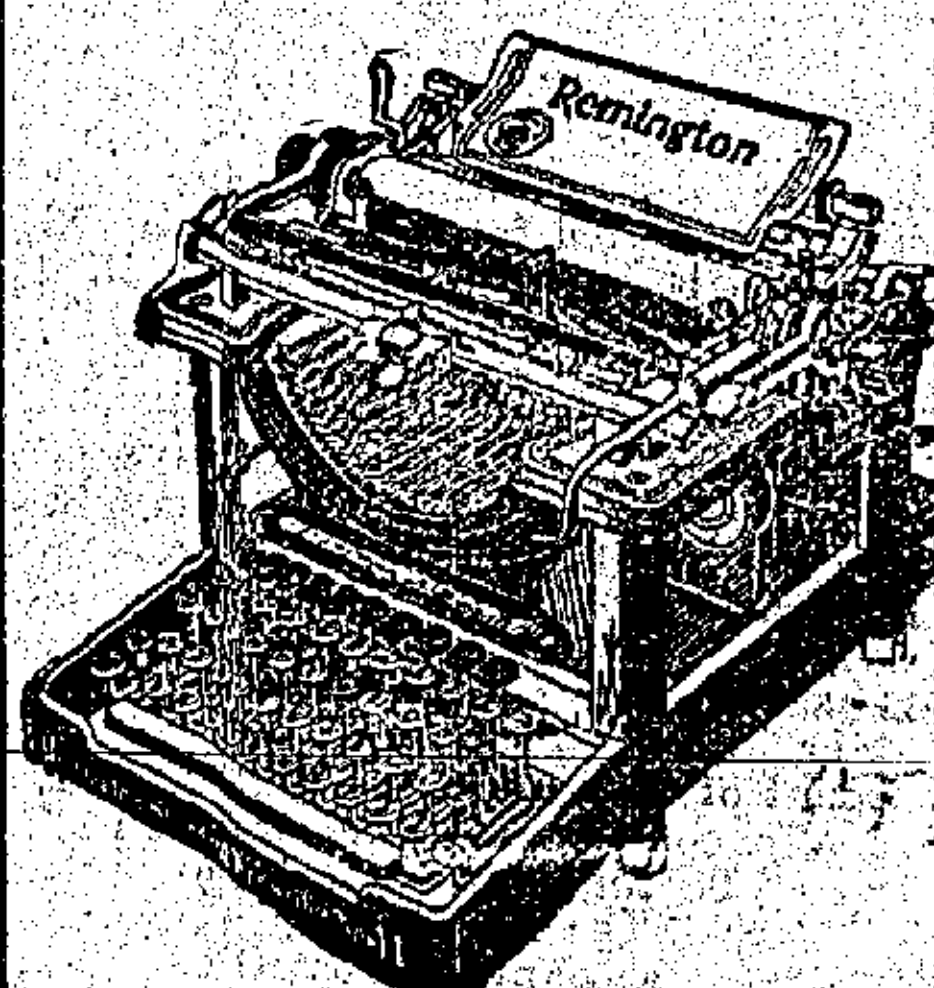
\$2.75 AND \$4.75 PER SUIT.

B. V. D.
VESTS
AND
DRAWERS
\$1.25 AND \$2.50 EACH.

MORLEY'S SILK AND WOOL
UNDERVESTS—TROPICAL WEIGHT.

THE COOLEST UNDERWEAR MADE FOR
GENTLEMEN WHO CANNOT WEAR COTTON.

LANE, CRAWFORD & Co.



THE NAME
REMINGTON
STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive
Product.
The Largest Selling Organization
of any concern in the Typewriter Business.
From every angle and from every point of
view the REMINGTON qualifies as the
Recognized Leader Among Typewriters—
Printer and Artists.
Official Typewriter of the Panama-Pacific
International Exposition.

REMINGTON
TYPEWRITER COMPANY
(Incorporated).

SIEMSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa. [84]

HAVE YOU USED
KAMINIA OIL?

(Registered).
THE WORLD'S FAVOURITE
HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for
preventing its falling off, for restoring it to its natural colour,
for making it silky, pliant and lustrous, and for keeping the
brain cool and refreshed. No other Hair Oil can approach it in
perfection. It has, besides, the most delicate and charming
perfume.

TEST IT FREE.
A sample phial will be sent free of charge to all who write
for it.

PRICE 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal
dealers in the Colony or from the Sole Agent, CHAO CHUCK
WAN, No. 8, Yue Wo Street, Hongkong.

Sole Proprietors—
KAMINIA PERFUMERY COMPANY,
Bombay, India. [867]

TELEGRAPHING

If you want to save
TIME AND MONEY

GO TO
KELLY & WALSH, LTD.
NEW STOCK OF 12 AND 13 FIGURE CODES
Just Received.

Hongkong, 17th June, 1914. [836]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.

SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 888G. at \$6.50
and \$7.50 per 100. REPORTING REQUIR-
ITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Apply to—
3rd Floor, Alexandra Buildings,
Hongkong, 16th April 1914. [559]

TO LET

PRINCE'S BUILDING.

TO LET, the South-West portion of the
FIRST FLOOR, including Treasury
on Ground Floor, lately in occupation of the
German Bank.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 17th June, 1914. [838]

TO LET.

No. 17, BELILIOS TERRACE.

No. 17, STEWART TERRACE, PEAK
thoroughly renovated and in good order.
2 ROOMS in Queen's Road Central.
From 1st June, 1914, 55, ELGIN TERRACE,
newly painted and colourwashed.

No. 12, BEACONSFIELD ARCADE, Shop,
No. 5, MOUNTAIN VIEW, Newly painted
and colourwashed. From 1st April, 1914.

No. 7, MOUNTAIN VIEW.
No. 19, SHELLEY STREET.
"BOGATE," Austin Road, Kowloon.
Unfurnished.

Apply to—
LINDSEY & DAVIS
3rd Floor, Alexandra Buildings,
Hongkong, 18th June, 1914. [86]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by Public Auction,
ON
MONDAY AND TUESDAY,
THE 22ND AND 23RD JUNE, 1914, COMMENCING
EACH DAY AT 2.30 P.M., AT
No. 16, HUMPHREYS' BUILDING,
CORNWALL AVENUE,
KOWLOON,
THE WHOLE OF THE
VALUABLE FURNITURE, BLACK-
WOOD-WARE AND CHINESE
CURIOS
CONTAINED THEREIN,
Comprising—
HANDSOMELY CARVED BLACK-
WOOD SIDEBOARD, DINNER WAG-
GONS, ROUND DINING TABLE and
CHAIRS, SILVER CABINET, BOOK-
CASE, PORCELAIN ENLAIN
SCREEN, HATSTAND, PEDESTALS,
FLOWER STANDS, TEA TABLES,
etc., etc.

SILVER CANTEN SET (French),
FISH KNIVES and FORKS, FRUIT
KNIVES, TEA SET, 5 SALVERS,
PUNCH BOWL, KETTLE, CANDELA-
BRA and VASES, etc., etc.
VERY HANDSOME VENETIAN
GLASS, BACCARAT TABLE GLASS-
WARE, CUT-GLASS BOWLS and
DECANTERS, etc., etc.

Fine PERSIAN RUGS, Very Fine
JAPANESE SILK EMBROIDERED
PICTURES (Gold Medal, Tokio Ex-
hibition), HANGINGS, CUSHION
COVERS, WATER COLOURS, etc., etc.
STAINED TEAK BEDROOM SUITE,
DOUBLE LADY'S BEDSTEAD, BOX
COUCH, LADY'S WRITING DESK,
TEA and OCCASIONAL TABLES,
SOOCHOW CURTAINS, HANDSOME
ELECTRIC FITTINGS, and FANS,
PLUSH and SILK UPHOLSTERED
EASY CHAIRS, JAPANESE CHERRY-
WOOD CARD TABLE, etc., etc.

VICTOR CABINET GRAMOPHONE
with Records by CARUSO and other
well-known Artists.

COTTAGE PIANO by Hoff. STEEL
FIRE PROOF SAFE.

A COLLECTION OF ANTIQUE
CHINESE CURIOS AND BRONZES
from Ming to Tzongkong.

Comprising—
5-Coloured BLUE and WHITE VASES,
PLATES and BOWLS, IMPERIAL
CHINA SANG DE BOEUR VASES,
IVORY and JADE ORNAMENTS,
JADE and GLASS SNUFF BOTTLES,
MING BRONZES and ENAMEL, etc.,
etc.

1 FRENCH ENAMEL MEDALION
"SATUR AND NEMER."
On view from SATURDAY, the 20th June.
Catalogues will be issued.

TERMS: Cash on delivery.
Geo. P. LAMBERT,
Auctioneer.
Hongkong, 15th June, 1914. [830]

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES on 1st Floor of 12 and 14, Queen's
Road Central.

Apply to—
CHRISTOPHER WILLSON,
18, Bank Buildings,
Hongkong, 17th June, 1914. [87]

TO LET.

PART of 1st FLOOR, 25, Des Vaux Road
Central. Immediate Possession.

Also 1 MOTOR BOAT for Sale.
Apply—
DRAGON CYCLE Co.
Hongkong, 30th May, 1914. [761]

TO LET.

FOUR-ROOMED HOUSE in Salisbury
Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan
Road, Kowloon. Kowloon Marine Lot No. 49,
with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Alexandra Buildings.
Hongkong, 16th May, 1914. [685]

TO LET.

From 1st May, 1914.

N O 104A, THE PEAK, FURNISHED.

Apply to—
S. J. DAVID & Co.,
Prince's Buildings,
Hongkong, 7th February, 1914. [824]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital \$15,000,000
Reserve Fund \$1,500,000
Sterling
21,500,000 at 2/-—\$15,000,000
Silver \$17,500,000

Reserve Liability of Proprietors \$32,500,000
\$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. L. LAMBERT—Chairman.
W. L. PATTENSON, Esq.—Deputy Chairman.

S. H. DODD, Esq., J. A. PUMMER, Esq.,
G. T. M. EDKINS, Esq., J. A. PUMMER, Esq.,
C. E. GILBY, Esq., J. A. PUMMER, Esq.,
J. T. HOLYOKE, Esq., H. A. SIEBE, Esq.,
C. LANDGRAF, Esq., Ad. WIDMANN, Esq.

CHIEF MANAGER:
Hongkong—N. J. STANT.

ACTING MANAGER:
Shanghai—J. D. SMART.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two
per cent. per annum on the Daily Balance.

On Fixed Deposits.
For 6 months, 2 1/2 per cent. per annum.
For 9 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16]

BANKS

INTERNATIONAL BANKING
CORPORATION.

Head Office: 60, Wall Street, New York.
London Office: 80, Bishopsgate, E.C.

BRANCHES:—
Bombay, Kobe,
Calcutta, Manila,
Canton, Mexico,
Cebu, Panama,
Colon, Peking,
Empire, San Francisco,
Hongkong, Shanghai,
Hankow, Yokohama.

CAPITAL AND SURPLUS Gold \$7,500,000
Paid-up Capital \$1,400,000
Reserve Fund \$2,100,000

EVERY DESCRIPTION OF BANKING
BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual
terms.

DEPOSITS RECEIVED, fixed for one year
at 4 per cent. per annum or for
shorter periods, at rates which may
be ascertained on application.

BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMIT-
TANCES made.

LETTERS OF CREDIT and DRAFTS
granted on all the principal cities
in the world.

THE BANK'S CIRCULAR LETTERS OF
CREDIT are available all over the
world.

COMMERCIAL LETTERS OF CREDIT
issued.

PURCHASE and SALE of Stocks and
Shares effected.

TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 21st October, 1913. [1W]

THE MERCANTILE BANK OF
INDIA, LIMITED.

Authorized Capital £1,500,000
Subscribed £1,125,000
Paid-up £562,500
Reserve Fund £465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account
at 3 per cent. per annum on Daily Balances
and on Fixed Deposits, at rates which may
be ascertained on application.

A. B. LINTON,
Manager.
Hongkong, 14th July, 1913. [788]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

Capital Subscribed Yen 10,000,000
Capital Paid-up 7,499,230
Reserve Funds 3,480,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kinkiang, Shanghai
Batavia, Kobe, Singapore
Bombay, London, Swatow
Calcutta, Manila, Tientsin
Canton, Moji, Yokohama
Dairen, Nagasaki, Tokyo
Fookow, Newchwang, Tientsin
Hongkong, New York, Yokohama
Kobe, Osaka, Yokohama
Keelung, San Francisco, Etc.

HONGKONG OFFICE,
3, Des Vaux Road.

Interest allowed on Current Accounts,
Deposits received on terms which may be
had on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [648]

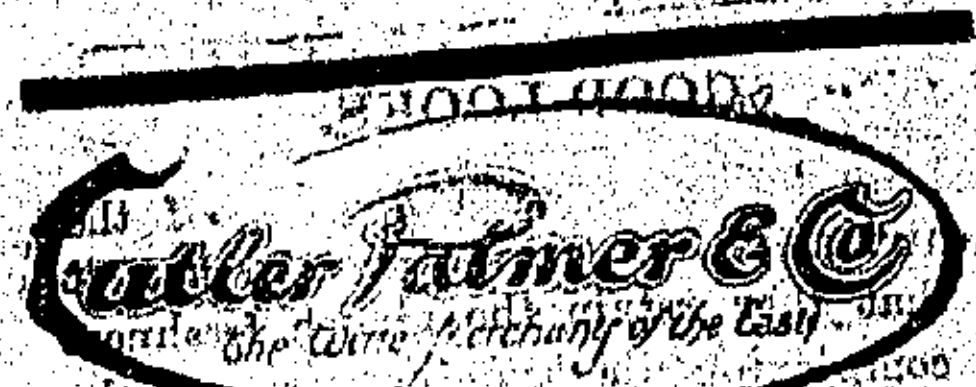
THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1828.
HEAD OFFICE: LONDON.

Paid-up Capital £1,200,000
Reserve Fund £1,500,000
Reserve Liability of Proprietors £1,500,000

FOREIGN EXCHANGE and General
Banking business transacted.

C



NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

GRACA & CO.
PUBLISHERS (Hongkong Hotel Building).
Dealers in: PICTORIAL
POST CARDS, SEEDS, BOOKS,
TOYS, &c.
JUST RECEIVED:
POSTAGE STAMP CATALOGUES
FOR 1914.
Hongkong 20th March, 1914. [603]

SINGON & CO.
ESTABLISHED A.D. 1860.
IRON, Steel, Metal and Hardware Merchants,
Wholesale and Retail Iron-
mongers, Pig Iron and Foundry Coke
Importers, General Storekeepers and Ship-
chandlers, Nos. 35 and 37, HING POI
STREET (2nd St. West of Central Market).
Telephone No. 515. [45]

Overcome Your Doubt

Don't hesitate to put your faith in the world famous Beecham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

Beecham's Pills

a chance. Let them prove that they can do for you what they have done for thousands of others during the past half century. They will promptly and effectively remove all the discomforts which arise from indigestion: will put your system in good condition and make life worth living. Any troubles arising from derangement of the digestive organs will be quickly corrected by taking Beecham's Pills. They will without a doubt prompt:

Cure And Convince.

Sold in boxes, price 1/6 & 2/6.

CHAPOTEAUT'S MORRHUOL

Superior to Emulsions or God Liver Oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Bottled by Mr. Chapoteaut.

THE NEW FRENCH REMEDY.
THERAPION No. 1
Cures Rheumatism, Gout, Gravel, Neuralgia, Sciatica, etc.
THERAPION No. 2
Cures Headache, Migraine, Nervousness, Indigestion, etc.
THERAPION No. 3
Cures Stomach Disorders, Flatulence, Constipation, etc.
BOTTLED BY THE PROPRIETOR, M. CHAPOTEAUT, 10, RUE DE LA PAIX, PARIS.
BOTTLED FOR EXPORT BY THE PROPRIETOR, M. CHAPOTEAUT, 10, RUE DE LA PAIX, PARIS.
BOTTLED FOR EXPORT BY THE PROPRIETOR, M. CHAPOTEAUT, 10, RUE DE LA PAIX, PARIS.

HONGKONG LEGISLATIVE COUNCIL.

(Continued from Page 4.)

The motion that the Bill be read a second time was agreed to. Council then went into Committee to consider the Bill clause by clause.

On resuming, The COLONIAL SECRETARY reported that it had passed through Committee without amendment, and he moved that the Bill be read a third time.

The COLONIAL TREASURER seconded, and the Bill was read a third time and passed. His EXCELLENCY—Council stands adjourned till this day fortnight.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the COLONIAL SECRETARY presiding. The following votes were passed—

OBSERVATORY.

The Governor recommended the Council to vote a sum of \$1,100 in aid of the Royal Observatory, Special Expenditure, New Instruments.

The CHAIRMAN—This vote, which lapsed last year and is merely a revote, is to enable an improvement of the apparatus at the Royal Observatory to be carried out. The Director of the Observatory reports that the matter is urgent, and the Government considers that it should be properly carried out this year.

NEW TERRITORY BUILDINGS.

The Governor recommended the Council to vote a sum of \$350 in aid of the Public Works, Recurrent, New Territories, Buildings, Maintenance of Buildings—Islands in Southern District.

The CHAIRMAN—This extra sum now required is due to extensive and unforeseen repairs necessary to Tai O Police Station due to ravages of white ants and dry rot. It is anticipated that this sum will be sufficient to meet all expenses under this head for the remainder of the current year.

JUDICIAL AND LEGAL.

The Governor recommended the Council to vote a sum of \$100 in aid of the vote Judicial and Legal Departments, E—Offices of Crown Solicitor and Land Registry, Other Charges, Crown Solicitor, Incidental Expenses.

The CHAIRMAN—This insufficiency is due to a sum of \$99.40, which had to be paid out of a vote last March to the Consul General at Canton in payment of an account of fees due in connection with the extradition case of Lau Kwong. Therefore the vote has to be supplemented for that amount.

MISCELLANEOUS WORKS.

The Governor recommended the Council to vote a sum of \$528 in aid of the vote Public Works, Extraordinary, Kowloon, Miscellaneous, Miscellaneous Works.

The CHAIRMAN—The reason why this amount is now asked for is because it was held over owing to compensation on certain land not having been paid up to an estate not having been wound up, and a letter was received from the executors asking for payment to be made to them of any compensation on three lots resumed by the railway. I might explain that the compensation was previously refused; it amounted to \$688 and the executors had now written and accepted this. The Official Administrator had informed the Director of Public Works that letters of administration of the estate had been granted to the executors and that probate duty was paid in respect of this lot. Out of this sum the railway will have to refund to the Government a sum of \$67.

ARCHITECTS' COMMISSION.

The Governor recommended the Council to vote a sum of \$3,545.45, the equivalent of £335, in aid of the vote Public Works, Extraordinary, Hongkong, Buildings, New Law Courts—Balance of Commission to the Consulting Architects for professional services in connection with the erection.

The CHAIRMAN—This sum of £335 is arrived at now owing to the exact sum on which commission is due to Sir Ashton Webb & Co. being now calculated. The exact sum is \$782,381.11, and the arrangement was a compromise with the architects to pay 3 per cent. on \$76,000. They have already been paid \$2,425, and this balance is now due.

SECRETARY FOR CHINESE AFFAIRS.

The Governor recommended the Council to vote a sum of \$250 in aid of the vote Secretariat for Chinese Affairs, Special Expenditure, Safe.

"TAI ON" COMPENSATIONS.

The Governor recommended the Council to vote a sum of \$180 in aid of the vote Miscellaneous Services, Compensation to Captain and Officers of steamer *Tai On*, for the loss of personal effects.

The CHAIRMAN—This amount is for compensation to the carpenter of the *Tai On* who lost all his personal belongings and all his tools. His account as sent in has been very carefully scrutinized and it is felt that this sum will be adequate recompense for all his losses.

"FRIVOLITY" FREEAR.

The entertainment to be given at the Theatre Royal by Mr. W. Freear on Saturday, June 27th will afford the residents of Hongkong an opportunity of witnessing what has been described as a most diverting, unique and wholesome entertainment. This is Mr. Freear's fourth tour round the world. He has been travelling for over eighteen years continuously, and has the distinction of having appeared before a number of Kings. He appeared before the late King Edward VII. on two occasions, the King of Siam in his palace at Bangkok, the Sultan of Turkey (who presented him

W.M. POWELL, LTD.

TELEPHONE 346.

—O—

FOR BATHING PARTIES.

TURKISH AND HUCKABACK

TOWELS.

BATH MATS,
BATH SHEETS
AND
BATH ROBES.

NEW AND VARIED ASSORTMENT.
W.M. POWELL, LTD.

INDO-CHINA BRICKS, TILES, PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK. [1049-2]

Summer Excursions TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00, KOBE \$135.00, YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	STEAMER	HONGKONG LEAVE	KOBE ARRIVE	YOKOHAMA ARRIVE
1 June	12 June	14 June	16 June	MAZOHURIA	10 June	12 June	14 June
11 June	22 June	24 June	26 June	OF ABIA	20 June	22 June	24 June
21 June	32 June	34 June	36 June	TRINITY MARU	30 June	32 June	34 June
1 July	12 July	14 July	16 July	SHINONOME MARU	10 July	12 July	14 July
11 July	22 July	24 July	26 July	E. OF JAPAN	20 July	22 July	24 July
21 July	32 July	34 July	36 July	SHINONOME MARU	30 July	32 July	34 July
1 Aug	12 Aug	14 Aug	16 Aug	E. OF RUSSIA	10 Aug	12 Aug	14 Aug
11 Aug	22 Aug	24 Aug	26 Aug	SHINONOME MARU	20 Aug	22 Aug	24 Aug
21 Aug	32 Aug	34 Aug	36 Aug	E. OF INDIA	30 Aug	32 Aug	34 Aug
1 Sept	12 Sept	14 Sept	16 Sept	SHINONOME MARU	10 Sept	12 Sept	14 Sept
11 Sept	22 Sept	24 Sept	26 Sept	E. OF INDIA	20 Sept	22 Sept	24 Sept
21 Sept	32 Sept	34 Sept	36 Sept	SHINONOME MARU	30 Sept	32 Sept	34 Sept
1 Oct	12 Oct	14 Oct	16 Oct	E. OF INDIA	10 Oct	12 Oct	14 Oct
11 Oct	22 Oct	24 Oct	26 Oct	SHINONOME MARU	20 Oct	22 Oct	24 Oct
21 Oct	32 Oct	34 Oct	36 Oct	E. OF INDIA	30 Oct	32 Oct	34 Oct
1 Nov	12 Nov	14 Nov	16 Nov	SHINONOME MARU	10 Nov	12 Nov	14 Nov
11 Nov	22 Nov	24 Nov	26 Nov	E. OF INDIA	20 Nov	22 Nov	24 Nov
21 Nov	32 Nov	34 Nov	36 Nov	SHINONOME MARU	30 Nov	32 Nov	34 Nov
1 Dec	12 Dec	14 Dec	16 Dec	E. OF INDIA	10 Dec	12 Dec	14 Dec
11 Dec	22 Dec	24 Dec	26 Dec	SHINONOME MARU	20 Dec	22 Dec	24 Dec
21 Dec	32 Dec	34 Dec	36 Dec	E. OF INDIA	30 Dec	32 Dec	34 Dec
1 Jan	12 Jan	14 Jan	16 Jan	SHINONOME MARU	10 Jan	12 Jan	14 Jan
11 Jan	22 Jan	24 Jan	26 Jan	E. OF INDIA	20 Jan	22 Jan	24 Jan
21 Jan	32 Jan	34 Jan	36 Jan	SHINONOME MARU	30 Jan	32 Jan	34 Jan
1 Feb	12 Feb	14 Feb	16 Feb	E. OF INDIA	10 Feb	12 Feb	14 Feb
11 Feb	22 Feb	24 Feb	26 Feb	SHINONOME MARU	20 Feb	22 Feb	24 Feb
21 Feb	32 Feb	34 Feb	36 Feb	E. OF INDIA	30 Feb	32 Feb	34 Feb
1 Mar	12 Mar	14 Mar	16 Mar	SHINONOME MARU	10 Mar	12 Mar	14 Mar
11 Mar	22 Mar	24 Mar	26 Mar	E. OF INDIA	20 Mar	22 Mar	24 Mar
21 Mar	32 Mar	34 Mar	36 Mar	SHINONOME MARU	30 Mar	32 Mar	34 Mar
1 Apr	12 Apr	14 Apr	16 Apr	E. OF INDIA	10 Apr	12 Apr	14 Apr
11 Apr	22 Apr	24 Apr	26 Apr	SHINONOME MARU	20 Apr	22 Apr	24 Apr
21 Apr	32 Apr	34 Apr	36 Apr	E. OF INDIA	30 Apr	32 Apr	34 Apr
1 May	12 May	14 May	16 May	SHINONOME MARU	10 May	12 May	14 May
11 May	22 May	24 May	26 May	E. OF INDIA	20 May	22 May	24 May
21 May	32 May	34 May	36 May	SHINONOME MARU	30 May	32 May	34 May
1 Jun	12 Jun	14 Jun	16 Jun	E. OF INDIA	10 Jun	12 Jun	14 Jun
11 Jun	22 Jun	24 Jun	26 Jun	SHINONOME MARU	20 Jun	22 Jun	24 Jun
21 Jun	32 Jun	34 Jun	36 Jun	E. OF INDIA	30 Jun	32 Jun	34 Jun

Returning via Manila. Steamers proceeding via Manila do not call at Shanghai.

WEATHER REPORT.

On the 18th at 10.50 a.m.—Pressure has increased slightly along the coast from Woburn to Hainan and over the Leeward. It has decreased moderately over the eastern Visayas, owing to the approach of a depression from the eastward. The centre at 8 a.m. this morning was in about latitude 12 deg. N. and longitude 122 deg. E.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.50 inches.
The forecast for the 24 hours ending at noon to-day is as follows:

Forecast:
Hongkong & Neighbourhood (Light or variable winds, 4 to 10 m.p.h.)
The same as Hongkong.
The same as Hongkong.
The same as Hongkong.
The same as Hongkong.
The same as Hongkong.
The same as Hongkong.
The same as Hongkong.
The same as Hongkong.
The same as Hongkong.

S. Moutrie & Co., Ltd. PIANOS

ON HIRE

At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN FREIGHT LINE.

THE Steamship

"DURENDA" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 a.m.
All Claims must reach us before the 27th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN General Agents. [118]
Hongkong, 15th June, 1914.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA" Arrived Hongkong on 16th June, 1914, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, etc., ex s.s. "Medea." Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and down for examination by the Consignees, Messrs. GORDON and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. [1]
Hongkong, 16th June, 1914.

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES

THE Motorship

"ANNAM"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 9.30 a.m.
All Claims must reach us before the 29th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co. Agents. [833]
Hongkong, 15th June, 1914.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BENLAVERS,"

FROM LEITH, MIDDLEBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 15th June, 1914. [832]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SAINT EGBERT"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 7th July, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, 16th June, 1914. [840]

SS. "CHILI,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London and Havre ex s.s. "Normand" and "Medee" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately on landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned Goods remaining undelivered after 22nd inst. at Noon will be subject to rent and landing charges.
All claims must be sent in to me on or before the 25th inst., or they will not be recognized.
All damaged packages will be examined on MONDAY, 22nd inst., at 11 a.m.
No Fire Insurance has been effected.
P. THOMAS, Agent.
Hongkong, 16th June, 1914. [2]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"NAGOYA"

Arrived Hongkong on 14th June 1914, FROM ANTWERP, LONDON, MALTA, & PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and down for examination by the Consignees, Messrs. GORDON and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. [1]
Hongkong, 16th June 1914.

ENTERTAINMENTS

THEATRE ROYAL.
FRIVOLITY FREEAR.

ON SATURDAY, JUNE 27TH, 1914.

(ONE NIGHT ONLY.)

BOX PLAN OPEN AT MOUTRIE'S.

POPULAR PRICES: \$3, \$2 AND \$1. NAVAL AND MILITARY 50 CENTS TO \$1 SEATS.

"FRIVOLITY" FREEAR IN HIS WORLD-FAMOUS
"FRIVOLITIES"

Mr. Freear has had the honour of presenting the "FRIVOLITIES" before the late King Edward VII., for Mmo. de Falbe, at Luton Hoo, H.I.M. the Sultan of Turkey, the late King of Greece, the late Duke and Duchess of Teck, Grand Duke Michael, Duke of Grafton, Their Excellencies the Earl and Countess of Minto, Earl Fitzwilliam, Earl Roberts, Admiral Lord John Fisher, H. H. The Nizam of

FRIVOLITIES

Hyderabad, H. H. Prince Damrong, H. H. the Governor of Baroda, H. H. the Maharaja of Patiala, H. H. the Nawab of Rampore, H. H. the Begum of Bhopal, H. H. the Maharaja of Mysore, H. H. the Maharaja of Vizianagaram, H. H. the Maharaja of Travancore, H. H. the Maharaja of Benares, H. H. the Maharaja of Jodhpur, H. H. the Maharaja of Bikaner, etc.

Freear also received from Abdul Hamid (Sultan of Turkey) the Gold Medal of Fine Arts, for his command performance in "Yildiz Palace," Constantinople, and from H. E. the Sultan of Zanzibar an Ivory Walking Stick.

Gold Shave Links from H. E. Lord Gladstone, in Pretoria, and Gold Cigarette Case, with other presents from H. M. the Queen Mother of Siam, a few weeks ago in Bangkok.

Crested in a proof of above together with the Medal of Fine Arts presented by H. I. M. the Sultan may be seen at Moutrie's.

SPECIAL NOTE—Mr. Freear respectfully desires to convey to all that his Entertainment will be found what it is represented to be—Pure, Wholesome and Diverting; 24 hours of Laughter Guaranteed.

BY FREEAR THE MAN WHO MADE THE SULTAN LAUGH.

To Be Right Book Your Seat or You may be Left.

Laughter is the best of all Tonics—keep on laughing and buy Freear's Book of Jokes, 50 cents at Moutrie's. On Freear's three visits to Shanghai standing room was at a premium in the Lyceum Theatre, also in Singapore. Returning again to Shanghai and Singapore shortly by general request.

NOTE—A Fan will be supplied to each Member of the Audience. Nothing like a hoarse evening of laughter, especially in the warm weather. Return performance at Canton on Wednesday next, by general desire.

Fans to everyone and Electric Fans by courtesy of the Elfta Cinematograph Co. Hongkong, 19th June, 1914.

SUPREME COURT.

Thursday, June 18th.

IN SUMMARY JURISDICTION.

Before Mr. F. A. HAZELAND, PUISNE JUDGE.

QUESTION OF NON-SUIT.

The case was resumed of the Robinson Piano Co., Ltd., v. C. Blanch, 37, Wyndham Street. The claim was for \$140.50, being balance due for goods sold and delivered.

At the previous hearing an adjournment was made in order that Mr. Faithfull, who appeared for plaintiff, could move for a non-suit, his Lordship holding that the case had not been properly proved. Mr. Davidson (of Messrs. Hastings & Hastings) defended.

Mr. Faithfull now mentioned that since the adjournment he had looked up authorities and as a result of that he held still that he was entitled to a non-suit. Mr. Faithfull then proceeded to quote lengthily from Halsbury's Laws of England, and went on to say that the case had not been really proved. If he had known the manner in which Mr. Davidson was defending the action he would have followed a different course. Hence he held that his movement for a non-suit was in fairness bound to be successful.

Mr. Davidson remarked that in a non-suit another action could be brought. His point was that under the old practice it was not a question of the Judge's discretion. Plaintiff could elect to withdraw and then bring another action. His Lordship's power was discretionary and he would have to proceed on an analogy to the practice at Home. His Lordship could also impose terms, if he non-suited, to prevent plaintiffs bringing another action. It was entirely a question of discretion.

His Lordship remarked that he understood it was always in the power and the discretion of the Judge to order a non-suit if there was some sort of case, which had not been really proved owing to lack of evidence, which, if not allowed to be brought, would be hard upon the plaintiffs.

Mr. Davidson added that if his Lordship allowed a non-suit in that case he would set up a precedent which would allow that in any case where insufficient evidence was brought forward to prove a *prima facie* case the plaintiffs or defendants had only to say, if the case was going against them, "Oh, but we can get more evidence," and then ask for a non-suit. There were quite a lot of cases he knew of which had failed because of lack of evidence. If a precedent were established on his friend's suggestion then any solicitor could say, "Oh, but I did not know my friend was going to bring his case in this way; I can get more evidence." There was no distinction in the present case to the many others where there had been insufficient evidence. The only distinction, perhaps, was that there was less evidence in the present case. Mr. Faithfull had secured all the evidence he could, and as a matter of fact his friend did not really know what other evidence he had got. Mr. Faithfull had said that (Mr. Davidson) had misled him. As a matter of fact, after a certain point, nothing passed between them, except the understanding that they were going to fight the action and a few days before it came on defendant's side money into Court and denied liability. His friend had ventured to come into Court without any evidence and his case had thus failed.

His Lordship said that it had been the practice in that Court, if there was some sort of case, and nothing to prove it, to grant a non-suit to allow of the evidence being secured. The Judges in the old days had always non-suited in such cases, and the practice really arose from a section in the first Court Act. He non-suited plaintiffs with costs.

THE DISMISSAL OF A MASTER MARINER.

Action was brought by Charles Ernest Wawn, Master mariner, against the Hung King Steamship Co., Ltd., of 81, Wing Lok Street, to recover a sum of \$942.80, being as to \$900 for three months' wages in lieu of notice and as to \$42.80 balance due on an account stated.

Mr. P. Sydenham Dixon (of Messrs. Wilkinson & Grist) appeared for the plaintiff and Mr. Looker (of Messrs. Deacon, Looker, Deacon & Harston) was for the defendant firm.

Mr. Dixon said that the plaintiff was a Captain who had been engaged in shipping for about 30 years, and had been on the China Coast for a very long time, and he was seeking to recover from the defendants three months' wages as damages in lieu of notice. The claim of \$42.80 due on account stated. This had been paid into Court since the issue of the writ, and the only issue before the Court was whether Captain Wawn was entitled to his three months' notice or wages in lieu of notice, or not. In October, 1912, Captain Wawn was the master of the *Hoi Ming*, belonging to another Company, and he was approached by the defendants and asked to join them at the office. There Captain Wawn saw the two Chinese who managed the business of the defendant firm, and they asked him to leave the *Hoi Ming* and take charge of the *Laerie*. The defendant offered \$250, plaintiff asked for \$300; and ultimately—

Mr. Looker—I don't want to stop my friend from going into anything that is necessary. There is a written contract between the parties which of course speaks for itself. My friend is apparently opening a great deal on what took place before the contract was signed. I think he had better come to the contract.

Mr. Dixon said the defendant offered his client \$270 per month, and the Captain agreed to come on probation for three months at \$270 per month.

Mr. Looker objected. His friend admitted there was a written contract, and he could not bring that evidence except he could show that it was in addition to the terms of the letter.

Mr. Dixon contended he could. Continuing he said that the plaintiff said to the defendants, "Well, I will come to you for three months; and during that time you can give me one day's notice, and I can leave you at one day's notice." After that period has expired then I become your proper Captain, liable to be discharged at three months' notice.

The Chinese agreed to that.

Mr. Looker objected that his friend had no right to open on this until he could prove it.

His Lordship—That is the trouble of trying a case without pleadings.

Mr. Dixon proceeded that in answer to a chit the plaintiff went round to the defendants' offices. The Chinese produced a kind of contract written on paper, setting forth the terms, and the plaintiff signed that, but apparently that contract had been lost, as his friend had not produced it. The defendants got it. In the afternoon he visited the offices again, and the Chinese then gave him the letter produced, confirming his appointment at \$270 per month local currency. Later he noticed that the contract contained nothing about the probation period of three months, and he pointed this out to the defendants, one of whom patting him on the back and said, "Oh, that's all right. You can trust our word," or something to that effect. Plaintiff wrote a letter agreeing to the terms; but of course it was perfectly well understood by both parties that this contract only referred to the probation period. Subsequently, there was no doubt the defendants became very annoyed with the plaintiff, because of certain repairs that they had to do to the ship, but which had nothing to do with the plaintiff. Just before the conclusion of his year's service with the defendant firm, the plaintiff sent a letter requesting an increase of salary. He received a reply that the defendants could not agree to give him an increase at present as he would remember that they had increased it a few months before. The firm also wished him to remember that the ship had had to have a lot of repairs some time previously, and they must try to get a better return. The letter concluded: "We appreciate your services very much, and as soon as things are improved we will consider it again. Meanwhile please accept our best thanks and the compliments of the season." That was a very curious letter to write to a man whom they were going to dismiss, and at a moment's notice. In May plaintiff received a letter from the defendant firm in which he was told that the firm had dispensed with his services. They refused to pay him any wages, and refused to pay anything on his account stated.

Mr. Looker—Merely to remove any temporary prejudice, we deny that.

Mr. Dixon put his client in the witness-box, and the witness was proceeding to give evidence concerning certain alleged conversations between him and the defendants when Mr. Looker contended that his friend could not bring any evidence to show what happened before a written contract, nor could he put in evidence to vary or qualify the contract.

He quoted Chitty on Contracts as his authority.

Mr. Dixon contended that he could.

Mr. Looker—Why, I should have thought that it was a most elementary part of the law.

Mr. Dixon—Ah, that is said so very often. Mr. Dixon then quoted from Leake on Contracts a case in which a contract was partly in writing and partly by word of mouth, and said the law was perfectly clear on the subject. It was a question for the Court.

Mr. Looker—The verbal part must not be inconsistent with the written part.

Mr. Dixon—It is not, it is additional. I say there was an additional term to this contract, that after three months the plaintiff became proper master of the vessel.

Mr. Looker submitted that no evidence could be brought on this, as he contended it was absolutely inconsistent with the written contract. He could not give evidence upon any other contract than the written one. They could not have a simpler or clearer form of contract than the written one.

His Lordship pointed out that the written contract produced said nothing at all about the three months' probation. Why did he not have it inserted?

Mr. Dixon—It was unfortunate that he did not. He was practically cheated into signing the second one.

Mr. Looker—If you are setting up fraud—

Mr. Dixon—I am not setting up fraud. I say he was virtually tricked into doing what he did. Continuing, Mr. Dixon contended that at the end of the three months that written contract came to an end, and the plaintiff became proper master.

His Lordship ultimately held that the plaintiff was not entitled to give parallel evidence to vary the written contract.

Mr. Dixon went on to say that at the office in the morning a letter was produced by the defendants containing the real terms, and this the Captain signed. For some reason the defendants had kept it. This letter contained the original terms under which they agreed.

Mr. Looker declared that he had never had the letter of which his friend spoke.

His Lordship—It is an extraordinary condition of things.

Mr. Looker contended that the contents of any such letter were not admissible, and the Court ruled in his favour.

In the course of his evidence, Captain Wawn said that he read over the document and signed it, and he asked them for a copy of it. They said, "Oh, it's all right, Captain. This is similar to the letter in the morning."

Mr. Looker—We seem to be verging on fraud.

His Lordship agreed that it really came to fraud.

Mr. Looker—My friend said in the opening that he did not allege fraud. He must plead fraud.

His Lordship (to plaintiff)—You say this document and saw it was not similar to the letter in the morning.

Plaintiff—Yes, your Lordship.

His Lordship—Why didn't you see it was all right?

Plaintiff—One of the men patting me on the back, and said, "Oh, it's all right. Our word is good in Hongkong."

Witness later said that the second document was practically word for word with the other.

Mr. Looker—Well, then it makes no difference. Mr. Looker also observed that the plaintiff had worked under the contract for 18 months, and now he desired to say it was bad. It must be good altogether or bad altogether. He would also like to say, in view of the talk of fraud, that the defendants had ample reason upon two grounds to dismiss the Captain without notice.

Mr. Dixon—That is why I prefer to go on.

His Lordship—I do not think you can set up fraud after serving for 18 months.

Captain Wawn, continuing his evidence, said he had occasion to report to the owners and to the Marine Surveyor on the condition of the ship, and about certain repairs that were necessary. The defendants were very much annoyed about this. About three months ago he went to the office and asked if there was any truth in the rumour that another man had been appointed in his place, and the defendants deliberately denied it. He found later that all the time negotiations had been going on and that a man had actually been appointed. On the 26th May he received a letter from the defendant firm intimating that they had dispensed with his services and had appointed Captain Jenkins to succeed him. He visited the office, and asked for a reason. They said they had a reason, but declined to give it. The only complaints he ever had were with regard to the repairs, and that had nothing to do with him. The ship was not even seaworthy. They could not have dismissed him because of his health, as he was perfectly healthy. He could bring medical evidence to that effect.

Mr. Looker—You are rather apprehensive about your health.

Witness—Yes, I have heard so many rumours about town about it.

Mr. Looker contended that he had no case to answer. It was expressly agreed in the written contract that they could dismiss the plaintiff at any moment, and without reason even.

His Lordship gave judgment for the plaintiff only for the amount claimed (\$42.80) on account stated, which had been paid into Court.

TUBERCULOSIS IN THE ORIENT.

Tuberculosis is one of the most serious public health problems of the Orient. Active organisations to fight this disease have been formed in Japan, the Philippines, India, and Australia. A movement is on foot for a national organisation in China and in a number of cities local work has been started. While no accurate figures are available, those who are in a position to know claim that consumption takes annually from 500,000 to 1,000,000 lives in China alone. In India the death rate is fully as high, and on account of caste distinctions and native superstitions, the problem of prevention and treatment is peculiarly difficult. The Japanese Government has taken a hand officially in the control of tuberculosis, and is co-operating with two well-organised private associations. The death rate, while very high, is lower than in China and India. Under the direction of the United States Public Health Service a movement for the prevention of tuberculosis in the Philippines has also been organised. *Anti-Tuberculosis Quarterly*.

JAPANESE LIFE INSURANCE COMPANIES.

PRIMARY SCHOOLS AND INSURANCE.

A conference of representatives of the various life insurance companies throughout the country has been held in Tokyo. Count Okuma, the Premier, in a "congratulatory address" pointing out that the life insurance business in Japan, though not a very old enterprise, has attained wonderful development. The amount of life insurance in this country now stands at over ¥1,000,000,000, while other insurance amounts to ¥2,000,000,000. A noteworthy feature is that the insurance business has developed through the untiring exertions of the companies, without any pecuniary assistance from the Government, a point which gave cause for congratulation.

Mr. Shimidzu, of the Taiyō Life Insurance Company, moved that with a view to encouraging life insurance certain phrases tending to encourage the idea of insurance be inserted in the text-books of the primary schools, but this proposal was shelved.

A proposal urging the Government to control insurance companies of doubtful stability was approved.

A proposal to invite the Tenth International Conference to Japan in 1921 was approved.

TRONOH SOUTH: A MAIDEN DIVIDEND.

After some two and a half years' existence, the Tronoh South Company enters the dividend-paying list with a modest distribution of 6d. per share. This, it should be explained, is from the profits earned in the first four months of the current year, during which the output of black tin rose from 27 tons in January to 43 tons in April. As the mine had not been worked to its proved depth last year, and the tin won came principally from the upper portions of the beds, all the expenditure has been treated as on development account. Since January 1st, however, a profit and loss account has been opened.

A report has been made upon the property by a gentleman who is described as one of the most competent mining engineers in the F.M.S. He pays generous tribute to the methods adopted by the general manager, and states the mine has been opened up extremely well. The directors express the hope that at no distant date a scheme will be devised for the profitable working of the eastern portion of the property. *Singapore Free Press*.

HOW ACTRESSES KEEP THEIR GOOD LOOKS.

Many ladies envy their sisters of the theatrical profession, and wonder how it is that they retain the girlish freshness of complexion, the beaming eyes, and the vivacity of manner which most women lose soon after marriage if not before.

The secret is simple. It is that actresses take plenty of exercise, are careful as to diet, and pay due attention to the commonsense laws of health. That all women need, at certain times, a tonic medicine to build up the nerves and to assist nature in her work every actress recognises, and that is the reason why Dr. Williams' Pink Pills for Pale People are so popular among them.

Miss Dorothy Ward, for example, who first won fame in "The Dairymaids," at the Apollo Theatre, London, and is now regarded as one of the best "principal boys" in pantomime on the English stage, says:—"I recognise how valuable Dr. Williams' Pink Pills have been in helping me to be well and keep well. What is good for the singer is good for the audience, that is why I willingly give public praise to Dr. Williams' Pink Pills. It is fully due to them."

All leading medicine dealers throughout the world sell Dr. Williams' Pink Pills, and they are also obtainable from the Dr. Williams' Medicine Co., 84, Seetoon Road, Shanghai; one bottle for \$1.50, six for \$8 post free.

SHIPPING IN PORT

STAMERS.

AWA MARU, Japanese str., 3,047, Tominaga, 10th June—Shanghai 13th June, Mails and General.—Nippon Yusen Kaisha.

BENLARI, British str., 2,610, W. Hastie, 10th June—Mojito 10th June, Coal.—Gibb, Livingston & Co.

CHINGSHOW, British str., 1,105, J. Doyle, 10th June—Singapore 9th June, Stone, Shawan, Tones & Co.

CHILDA, Norwegian str., 1,102, H. Nielsen, 10th June—Bangkok 4th June, Nielsen & Co.

CHOJIN MARU, Japanese str., Yamasaki, 17th June—Formosa 15th June, Nil.—Chinese.

DAIJIN MARU, Japanese str., 899, K. Murakami, 17th June—Swatow 10th June, General.—Osaka Shosen Kaisha.

ELBERT, German str., 991, Berg, 17th June—Haiphong 14th June, Rice and General.—Jensen & Co.

FUKUI MARU, Japanese str., 3,087, Meyaoka, 10th June—Mojito 8th June, Coal.—Mitsui Bussan Kaisha.

GENJIN, British str., 1,350, Jones, 13th June—Bangkok 6th June, Rice.—A. Bune & Co.

GLENVALLOCH, British str., 1,434, W. L. Gardner, 18th June—Singapore 11th June, General.—Chinese.

HAIYAN, British str., 1,186, J. W. Evans, 17th June—Fochow 15th June, General.—Douglas LaPraik & Co.

HALVARD, Norwegian str., 1,006, C. Beck, 12th June—Samarang 4th June, Sugar.—Java-China-Japan Lijn.

HARPATHIAN, British str., 2,993, W. J. Ront, 13th June—Philadelphia 1st April, Case Oil.—Standard Oil Co.

KWANGKEE, Chinese str., 1,038, Sangster, 11th June—Shanghai 13th June, General.—Chinese.

KWELIN, British str., 1,073, Mills, 16th June—Shanghai 12th June, General.—Butterfield & Swire.

LOONGANG, British str., 1,950, G. W. W. Leash, 18th June—Manila 13th June, General.—Jardine, Matheson & Co.

MARIE, German str., 1,183, J. Davidson, 16th June—Manzanillo 12th May, Nil.—Chinese.

MINERIO, British str., 2,937, J. O. Hall, 17th June—Keelung 15th June, General.—Bank Line, Ltd.

MONSOLIA, American str., 3,760, Emery Rice, 12th June—San Francisco and Manila 10th June, General.—Pacific Mail S.S. Co.

NIFON MARU, Japanese str., 3,432, A. G. Stevens, 11th June—San Francisco 14th May, General.—Toyo Kisen Kaisha.

PARLAT, German str., 1,017, T. Wenzel, 12th June—Bangkok 6th June, Rice—Melchers & Co.

PIRA NANG, British str., 1,012, J. Scott, 14th June—Zamboanga 10th June, Timber.—Order.

QUARTER, German str., 1,169, Madsen, 16th June—Saigon 11th June, Rice.—Siemssen & Co.

RAJAH, German str., 1,275, J. V. Bruhn, 14th June—Sandakan 9th June, General.—Melchers & Co.

RIOJUN MARU, Japanese str., 2,989, Yamaguchi, 12th June—Keelung 16th June, Coal.—Doddwell & Co.

SEXTA, German str., 992, N. Jensen, 17th June—Singapore 11th June, General.—Chinese.

SOPHIE RICHMOND, German str., 2,330, Tuerroff, 8th June—Shanghai 4th June, General.—Order.

TAKADA, British str., 4,233, O. M. Robins, 13th May—Calcutta 29th June, General.—David Sassoon & Co.

TAJIMARI, Dutch str., 3,801, S. G. Outhings, 17th June—Mile 12th June, General.—Java-China-Japan Lijn.

TEONTO, British str., 3,555, T. J. Thonkildron, 10th June—Hamburg 21st April, Sugar.—Rickmers Line.

YATUNG, British str., 1,424, Jarrett, 16th June—Mojito 10th June, Coal and General.—Jardine, Matheson & Co.

YU MARU, No. 2, Japanese str., 1,553, Itani, 11th June—Wakamatsu 8th June, Coal.—Mitsui Bussan Kaisha.

WESTMINSTER
SMOKING MIXTURE

in 4lb tins at \$1.00 per tin.

A carefully blended and delicately flavoured pipe Tobacco.

SOLD BY—

KELLY & WALSH, LTD.
KRUSE & CO.
A. S. WATSON & CO., LTD.
LANE, CRAWFORD & CO.
TURCO-EGYPTIAN TOBACCO STORE.
VICTORIA DISPENSARY.

Hongkong, 12th June, 1914.

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HONGKONG TIDE TABLE.

From 19th to 25th June, 1914.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Fri.	19	6 14	3.6	1 18	2.4
Satur.	20	6 24	3.9	1 18	2.4
Sun.	21	6 35	4.1	0 14	2.8
Mon.	22	6 46	4.3	0 14	2.8
Tues.	23	6 57	4.5	0 14	2.8
Wed.	24	7 08	4.7	0 14	2.8
Thurs.	25	7 19	4.9	0 14	2.8

ON SALE—

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1913. With INDEX. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 6th March, 1914.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 18th.

	Previous Day at 8 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.83	29.55	29.62
Temperature	85	79	85
Humidity	67	90	72
Wind Direction	South	ESE	South
Force	3	1	2
Weather	c	c	c
Rain	0	0.50	0

Highest open air Temperature on 17th.. 90

Lowest open air Temperature on 17th.. 79

中外日報
CHUNG NGOI SAN P O
(Chinese Daily Press)

PUBLISHED DAILY
is the oldest and still immeasurably the best
Advertising medium among the
Native Chinese community.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, COLOMBO, AMBOINA AND SOUTH AFRICA PORTS.

The Steamship "DELTA," Captain W. R. Hickox, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-MORROW, the 20th June, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "Marmora," from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "ARADIA," due in London on the 1st August, 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 8th June, 1914.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK. S.S. "MONTROSE" On or about 26th June.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 5th June, 1914.

THE "INDRA" LINE, LIMITED.

FOR NEW YORK. (With Liberty to Call at Malabar Coast.)

THE Steamship "INDRA," Captain C. J. Alexander, will be despatched as above on TUESDAY, 7th July.

This Steamer has excellent accommodation for a limited number of saloon passengers.

For freight and further information, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, Sub. Ex. 9. Hongkong, 11th June, 1914.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Monteagle* left Taku on the 14th June, at 9 p.m., and is due to arrive at Shanghai on the 18th June, a.m.

The Bank Line str. *Salamis* left Singapore on the 17th June, at 5 p.m., and is expected to arrive here on the 23rd June, at daylight.

PASSENGERS.

Per *Chenan*, from Shanghai, Mr. and Mrs. Macklin and family, Mr. Watkins, Mrs. Sedbury and family, Mr. Davies, Mr. and Mrs. R. A. MacCulloch and Mr. Smith.

PASSED THE CANAL.

May 8th—*Nera*, *Peles*, *Valentia*, *Patricia*.

May 12th—*St. Patrick*, *St. Kilda*.

May 15th—*Helena*.

May 19th—*Silesia*.

May 22nd—*Kasamba*, *Peking*.

May 26th—*Bloomfield*, *Polhemus*, *Silesia*, *Meronethaire*.

May 29th—*Ajex*, *Syria*, *Fedco*, *Atrous*.

June 2nd—*Benaville*, *Karema*, *Nubia*, *Kunnam*.

June 5th—*Bayern*, *Buelow*, *C. Ferd.*, *Zelen*, *Hiran*, *Maru*, *Kleit*, *Stentor*, *Atlanquo*, *Glenfarg*, *Talithybus*, *In-Bragher*, *O. J. A. Abler*.

June 9th—*Koerber*, *Kandahar*.

June 13th—*Belgravia*, *Bohemia*, *Cor-dillere*, *Bumacus*, *Indien*, *Namur*, *Nie-Nippon*, *Peiho*, *Tottori Maru*, *Yedus*, *Alghan Prince*, *Mark*.

June 16th—*Benavon*, *Telemachus*, *Puritan*.

ON SALE.

HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1913. REVISED BY THE MEMBERS. PRICE 85.

DAILY PRESS OFFICE. Hongkong, 24th February, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Kowloon Wharf. 3. From Kowloon Wharf to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	NO. OF TONNAGE AFFIXED TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DELTA	Brit. str.	1 m.	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 8th July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	About End of June.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 30th inst, at 1 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 1st July, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 8th July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 22nd inst.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 4th July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 12th July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 20th July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 28th July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 5th Aug.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 2nd July, at 4 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 2nd July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 9th July, at Noon.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 2nd Aug.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 15th July, at 3 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 3rd July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 24th inst, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	About 25th inst.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 7th July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 25th inst, at Noon.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 1st July, at Noon.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 23rd inst.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 26th inst, at 1 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 11th July, at Noon.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	To-day, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 15th July, at Noon.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 11th July, at 5 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	Quick despatch.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 23rd inst, at Noon.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 1st July, at 11 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 30th inst, at 5 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 21st inst, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	To-morrow.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 23rd inst, at 4 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 23rd inst, at 4 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	About 24th inst.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 25th inst, at 4 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 26th inst, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 21st inst, at Noon.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 27th inst, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 29th inst.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 1st July, at 8 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 2nd July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	About 2nd July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 3rd July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 6th July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 7th July.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	Quick despatch.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 24th inst, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 24th inst, at Noon.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 29th inst, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	To-day, at 11 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 21st inst, at 10 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 23rd inst, at 11 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 26th inst, at 11 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	To-morrow, at 2 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	To-morrow, at 4 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 23rd inst, at 4 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 27th inst, at 2 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 30th inst, at 4 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 1st July, at 4 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	Quick despatch.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 21st inst.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 8th July, a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	To-morrow, at 1 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 23rd inst, at 2 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 25th inst, at 2 p.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 27th inst.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 12th July, at 9 a.m.
MARSHALLS, ROTTERDAM, HAMBURG & BREMEN	DELTA	Brit. str.	1 m.	J. Gault, R.N.R.	P. & O. S. N. Co.	On 24th inst, at 10 a.m.

SHIPPING

ARRIVALS.

CHENAN, British str., 1,352, Lloyd-Jones, 18th June—Shanghai 14th June, General—Butterfield & Swire.
CHUNSSANG, British str., 1,418, G. W. Matlock, 18th June—Bangkok 19th June, General—Jardine, Matheson & Co.
DEVAYONGSE, British str., 1,047, C. W. Shearer, 17th June—Saigon 13th June, Rice and General—A. Bune & Co.
KWANGLEE, Chinese str., 1,468, J. McArthur, 18th June—Shanghai 14th June, General—Chinese.
KILIN, Maru, Japanese str., 3,810, M. Nakamura, 16th June—Singapore 18th June, General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. June 18th.
AFRICA, Austrian str., for Straits.
GLENFALLOCH, British str., for Amoy.
HAINUN, British str., for Swatow.
KAIYO MARU, Japanese str., for Swatow.
ONSANG, British str., for Straits.
SHINKOKU MARU, Jap. str., for Dairen.

DEPARTURES.

June 18th.
AFRICA, Austrian str., for Singapore.
CHONGSHING, British str., for Canton.
DENBISHIRE, British str., for London.
H. C. HENRY, Br. str., for Balik Papan.
HOKKAI MARU, Japanese str., for Japan.
HYSON, British str., for Dairen.
KUROSHI, British str., for Tientsin.
KUROSHI, British str., for Japan.
KUROSHI, British str., for Shanghai.
KUROSHI, British str., for Shanghai.
KUROSHI, British str., for Yokohama.
KUROSHI, British str., for Amoy.
KUROSHI, British str., for Bangkok.
KUROSHI, British str., for Kobe.

SHIPPING REPORTS.

The British str. *Devayongse* reports: Light southerly winds, cloudy and fine, moderate sea.
The British str. *Chenan* reports: Strong southerly wind, rough sea and cloudy weather.

VESSELS EXPECTED.

THE AUSTRALIAN MAILS.
The I.G.M. str. *Prins Sigismund* left Yap on the 16th June, and may be expected here on or about the 23rd June.

The A.O. Line str. *Taiyuan* left Sydney for Hongkong via Queensland Ports, Port Darwin, Zamboanga and Manila on the 8th June, and may be expected to arrive here on or about the 2nd July.

The E. & A. str. *Aldenhall* left Sydney for this port (via Queensland Ports and Manila) on the 10th June, and may be expected to arrive here on or about 4th July.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* left Shanghai on the 16th June, at 2 p.m., and is due to arrive at Hongkong on the 19th June, at 7 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Albatros* carrying the German mails with dates from Berlin of the 27th May, left Colombo on the 13th June, p.m., and may be expected here on or about the 24th June.

MERCHANT STEAMERS.
The H.A.L. str. *Silesia* left Singapore on the 14th June, a.m., and may be expected here on or about the 19th June, p.m.

The str. *Rubi* left Manila on the 16th June, at 10 p.m., and is due here on the 19th June, a.m.

The H.A.L. str. *Wuerttemberg* left Shanghai on the 17th June, a.m., and may be expected here on or about the 20th June, a.m.

The N.Y.K. str. *Hirano Maru* (European Line) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

The str. *Torilla* left Calcutta on the 14th June, and may be expected here on or about the 30th June.

The East Asiatic Co.'s str. *Inden* left Port Said on the 10th June, and may be expected here on or about the 7th July.

The str. *Glenfarg* passed the Suez Canal on the 5th June, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kunming, from Singapore, is due in Hongkong 24th June.
Loat, from Calcutta, is due in Hongkong 26th June.
Tungang, from Weihaiwei, is due in Hongkong 19th June.
Namsang, from Moji, is due in Hongkong 20th June.

SHIRE LINE, LIMITED.
Radnorshire, from Portland, is due in Hongkong 23rd June.
Monmouthshire, from London, is due in Hongkong 28th June.
Den of Airlie, from London, is due in Hongkong 8th August.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	10th June	See Special Advertisement
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NELLORE	About 24th June	Freight and Passage
SHANGHAI, MOJI, KOBE, SYDNEY and YOKOHAMA	ASSAYE	About 2nd July	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th June, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI AND TSINGTAU	"CHENAN"	On 20th June, 4 P.M.	
MANILA, CEBU AND LOLO	"TAMING"	On 23rd June, 4 P.M.	
SHANGHAI	"SHAOSING"	On 25th June, 10 A.M.	
HOIHOW and HAIPHONG	"KANGHONG"	On 26th June, 10 A.M.	
SHANGHAI	"YINGCHOW"	On 27th June, 10 A.M.	
AMOI, WHARF, CHUNPOO and TIENTSIN	"KUEICHOW"	On 29th June, 10 A.M.	
MANILA, CEBU AND LOLO	"TEAN"	On 30th June, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LEVIATHAN" and S.S. "SANTU"
MANILA LINE—TWIN SCREW STEAMERS "CHINEHA" "TAMING" and "TEAN". Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck aft, on "TAMING" and "TEAN".
S.S. "SHANGHAI" AND "TSINGTAU" LINE—THE TWIN SCREW STEAMERS "ANHUI" "CHENAN" "SHAOSING" and the S.S. "KANGHONG" "LIANGCHOW" "LUOHOW" and "YINGCHOW", having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai on Sundays and Northern China Ports.
N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailing. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 19th June, 1914. BUTTERFIELD & SWIRE, AGENTS. [3]

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.
EASTWARD

S.S. "TORILLA" 5,205 tons, Captain C. J. Swanson, S.N.C., will be despatched for SHANGHAI, KOBE and MOJI on 6th July.

WESTWARD

S.S. "JAPAN" 6,013 tons, Captain C. P. Selden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 20th June, at 1 P.M.
S.S. "ABRATON APCAR" 4,450 tons, Capt. W. Walker, will be despatched as above on 30th inst.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
HONGKONG, 19th June, 1914. AGENTS. [49]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 18th June, 10 A.M.	On 18th June, 10 A.M.
EASTERN	On 19th July, 10 A.M.	On 31st July, 10 A.M.
ALDENHAM	4th Aug.	On 28th Aug. 10 A.M.
EMPIRE	1st Aug.	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOI AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 19th June, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 23rd June, at 11 A.M.
"HAIHING"	Capt. W. C. Passmore	FRIDAY, 26th June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYUN" ... Capt. A. H. Stewart ... SUNDAY, 21st June, at 10 A.M.
During the Months of July and August FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 30 per cent on the full Fares. Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 18th June, 1914.

TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
"NIPPON MARU"	11,000—18 knots	TUESDAY, 23rd June
SHINYO MARU	22,000—21 knots	TUES., 14th July
CHIYO MARU	22,000—21 knots	TUES., 4th Aug.
TENYO MARU	22,000—21 knots	THURS., 27th Aug.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	\$60.00	" " " £96.10.
" " " SAN FRANCISCO	\$45.00	" " " £68.00.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS, REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 85' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
* MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
Dockyard Manager, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK."

AUSTRIAN LLOYD'S S.S. CO.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

SAILING FROM HONGKONG

OUTWARD

FOR SHANGHAI Direct	S.S. "KOERBER"	On 1st July, 9,900 Tons.
FOR SHANGHAI, YOKOHAMA, KOBE	S.S. "SILESIA"	On 2nd July, 10,500 Tons.
FOR MOJI		(Cargo only)

HOMeward

FOR TRIESTE (Venice) direct via Straits	S.S. "KOERBER"	On 15th July, 9,900 Tons.
Colombo, Djibuti, Suez Canal		at 3 p.m.
FARES: 1st Class 250, 2nd Class 150, 3rd Class 100.		
FOR TRIESTE (Venice) via Bombay	S.S. "F. FERDINAND"	On 3rd July, 12,300 Tons.

FARES: 1st Class only 243.
Taking cargo on through Bills of Lading to all Adriatic and Black Sea Ports, etc.
All steamers are fitted with Wireless Telegraphy.

COMBINED TICKETS.

THROUGH TO LONDON

CIRCUAR TICKETS VIA SIBERIA for the voyage one way by Siberian Railway, returning by steamers via Suez Canal or vice versa.
FARES range from 200 to 215 L.S. 11 C. from 200 to 215 L.S. according to the route selected.
Passengers have the option of breaking the voyage at any ports and proceeding on by any vessel of the Austrian Lloyd, P. & O., Norddeutscher Lloyd, Messageries Maritimes, Russian Volunteer Fleet.

ROUND THE WORLD TICKETS

EASTWARD: From Hongkong via Canada or U.S. to European Port and back to Hongkong via Suez Canal.
WESTWARD: From Hongkong via Suez Canal to European Port, thence via Canada or U.S. back to Hongkong.
FARES: 1st Class only 218 L.S.

For full particulars as to passages and freight, apply to
SANDER, WILBER & Co., AGENTS,
Hongkong, 17th June, 1914. [43]

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and HAMBURG	"GOEBEN"	17,300	Wed. day, 24th June, at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIST"	17,300	About Wed. day, 24th June.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 11th July, at 5 P.M.
KOBE	"PRINZ SIGISMUND"	6,000	About Tuesday, 23rd June.
JESSELTON, KUDAT and SANDAKAN	"BOBNEO"	5,000	Tuesday, 14th July, at 9 A.M.

All the Steamers of the Imperial Line are fitted with Wireless Telegraphy New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX. FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

Steamship	about	FOR HAVRE, EMDEN AND HAMBURG/BRISBANE
"MARK"	6th July	SS "BORKUM" about End of June.
"GOETTINGER"	13th July	For MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG: SS "ALTAIR" Beginning of July.
"TUEBINGEN"	3rd Aug.	For HAVRE, EMDEN AND HAMBURG/BRISBANE: SS "DURENDART" Middle of July.
		For NAPLES, GENOA, ROTTERDAM AND HAMBURG/BRISBANE: SS "GERNIS" about 15th July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD. MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 18th June, 1914.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIPANAS	SHANGHAI	First half of June	JAVA	First half of June
TILATJAP	JAVA	First half of June	JAPAN	First half of June
TJIBODAS	—	—	JAVA	Second half of June
TJIMAH	JAPAN	Second half of June	JAVA	Second half of June
TJIMANOEK	SHANGHAI	Second half of June	JAVA	Second half of June
TJILIWONG	JAVA	First half of July	JAPAN	First half of July
TJITAROEM	JAVA	First half of July	SHANGHAI	First half of July
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 5th May, 1914.

Telephone No. 1574.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 25, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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ON SALE. DIRECTORY AND CHRONICLE

FOR
CHINA, JAPAN, COREA, INDO-CHINA,
STRAITS SETTLEMENTS, MALAY
STATES, SIAM, NETHERLANDS
INDIA, BORNEO, THE PHILIP-
PINES, Etc.

FOR THE YEAR
1914.

To be Obtained at the Office of
THE HONGKONG DAILY PRESS,
or
Messrs. KELLY & WALSH, LTD.
Hongkong, 18th February, 1914.

ON SALE AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route
from CANTON to WUCHOW.
Hongkong, 5th April, 1913.

